AMERICAN
BATTLESHIPS

American
BATTLESHIPS

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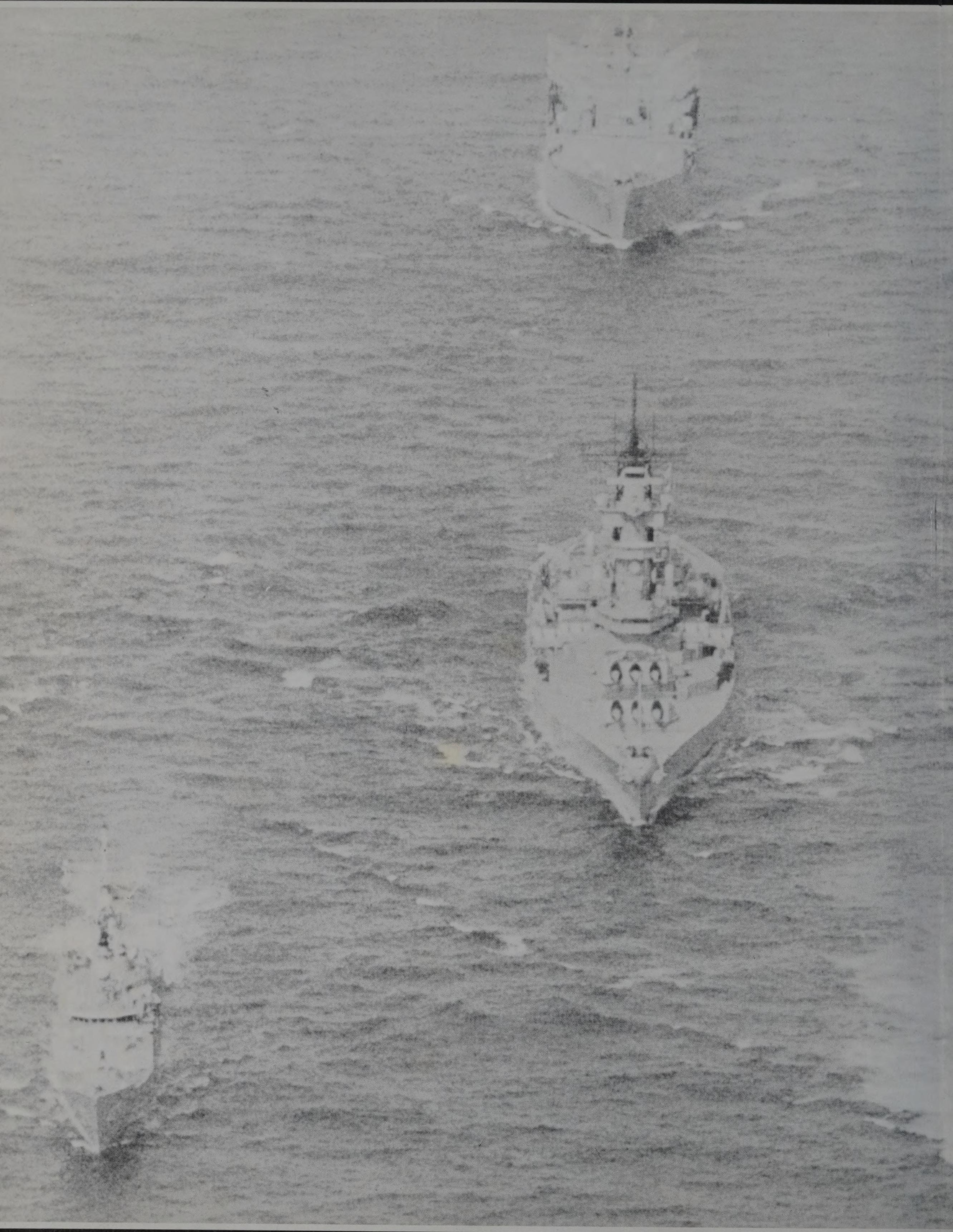

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American Battleships . . .

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INTRODUCTION

David C. Graham, Chairman
American Battleship Association

The American Battleship Veterans Association History Book is the first of its kind. As Chairman of the American Battleship Association, I want to thank Mr. Dave Turner, President of Turner Publishing Company of Paducah, KY for conceiving the idea for this publication. I would also like to express my deepest appreciation to those members of his staff who labored long and hard to put all of this material in to some sensible order so that we might have the pleasure of viewing this book with ease.

I hope the reader will find this book amusing, educational, enlightening, and most gratifying as he or she strolls through the countless pages of battleship histories, anecdotes, "sea stories," photographs, and many first hand experiences from those who contributed much of this material.

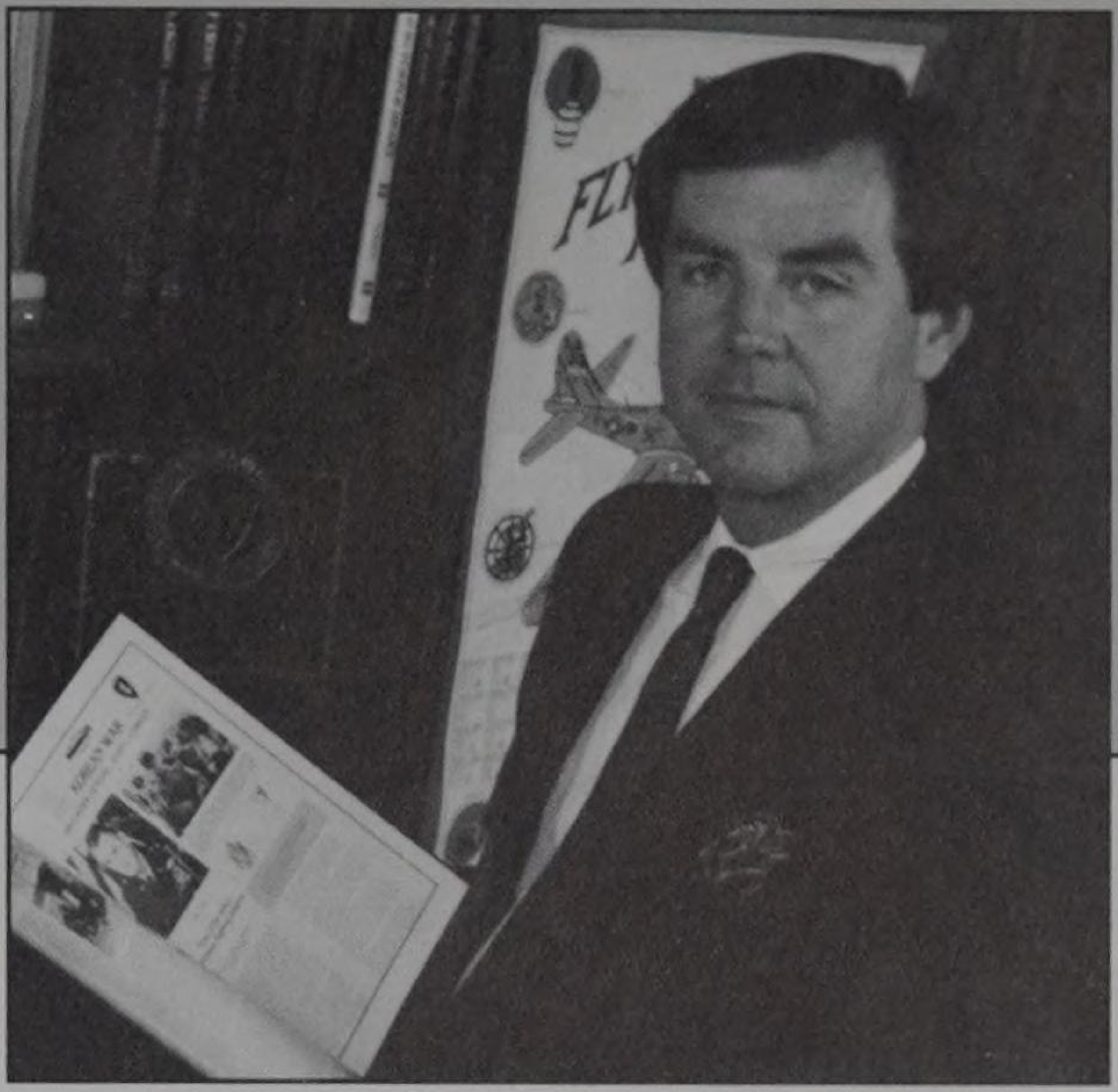
This hardbound commemorative book includes a history of the battleship class of ship, a chapter on the American Battleship Association, first-person "sea-stories" by battleship crew members, biographical sketches of crew members, photos of members, maps, charts, other battleship veteran groups, and much more!

It is interesting to note that several of our states lent their name to more than one battleship. There were two named: USS *Maine, Texas, Indiana, Massachusetts, Iowa, Alabama, Wisconsin, Missouri, New Jersey, Idaho and Mississippi*. Ironically there never was a battleship commissioned in the U.S. Navy named for the state of Montana and there was one battleship that was named for something other than a state of the union - USS *Kearsarge*, named for a mountain in Merrimack County, New Hampshire.

It is also hoped that those of you - the Officers and Men who saw battleship duty - who contributed material for this book, will give yourselves a pat on the back and a U.S. Navy Bravo Zulu because you deserve this! You have caused this piece of "history" to become a reality for future generations of Navy Buffs. They should have no trouble understanding the life styles of the battleship sailor of yesteryear!

I am certainly proud and honored to be a part of this magnificent history.

PUBLISHER'S MESSAGE



David P. Turner, President
Turner Publishing Company

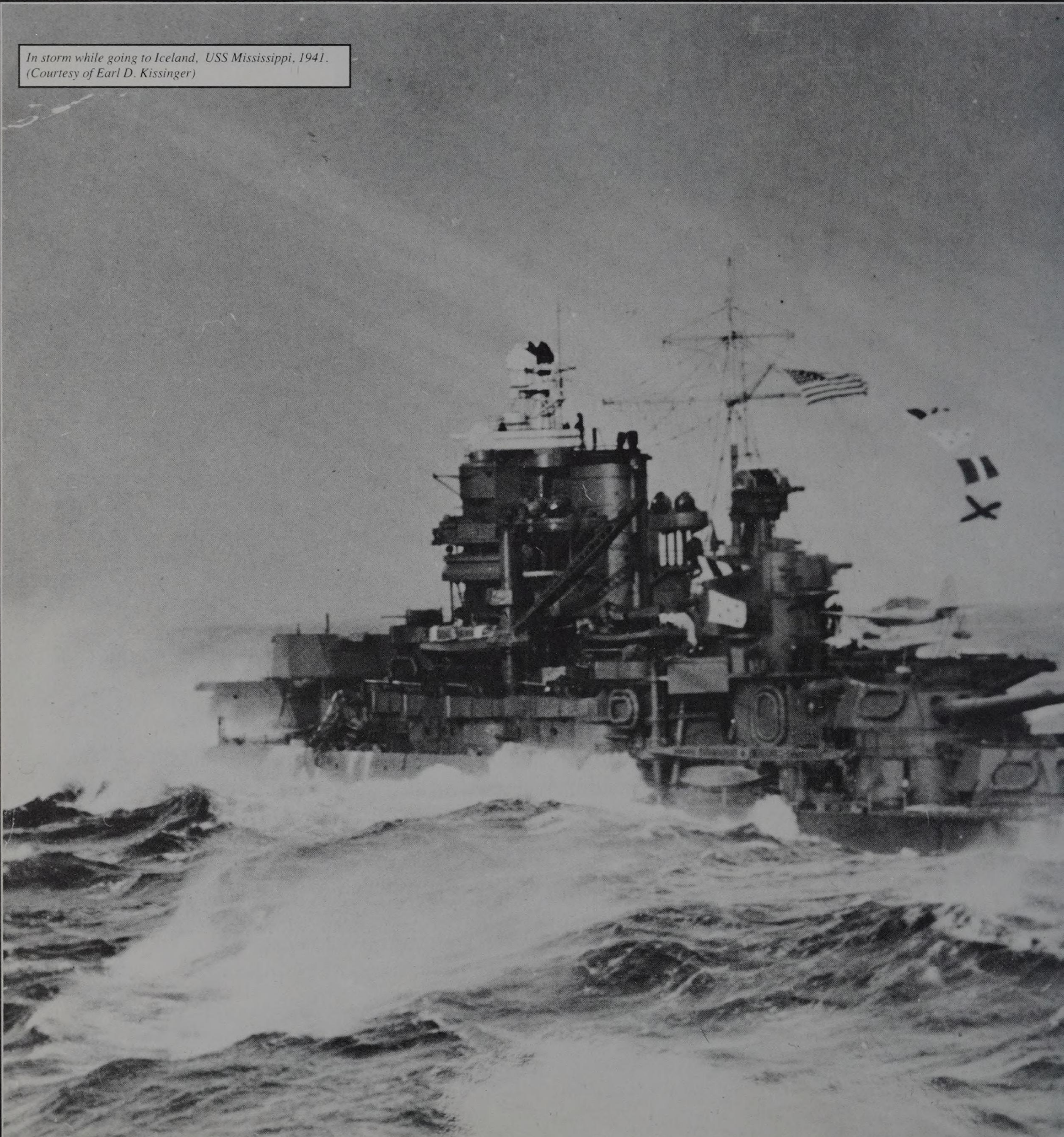
The American Battleship – the embodiment of the American warship – strong, beautiful and deadly. The battleship and her sailors were the first to experience the tragedy of war at the bombing of Pearl Harbor in 1941 and the last to witness the victory at the signing of the Japanese surrender at Tokyo Bay in 1945. It has indeed been my pleasure to work with the proud battleship sailor in the production of this book. Through them Turner Publishing Company has relived an intregal part of the past that has shaped the future of America.

The battleship has a great fighting history, from their efforts to fight off the Japanese at Pearl Harbor, to the great sea battles of the Pacific, to the final glory at Tokyo Bay, the battleship sailor has not only seen the world but also defended its freedom.

I would like to thank Mr. Dave Graham, Chairman of the American Battleship Assocation, for allowing us the privilege of publishing a comprehensive history book on American battleships that allowed the battleship veteran himself to tell his story. Thank you also to the many battleship reunion group presidents who assisted with spreading the word about the book and provided vital information about their ships.

I would also like to thank the over 700 battleship veterans who submitted personal sea stories, photos and many accounts of their battleship in action. All of this information helped create this book which I hope will serve to perpetuate your history for your children, grandchildren and all generations to enjoy.

Turner Publishing Company is proud to present "American Battleships" in a continuing effort to preserve and perpetuate the great legacy of the American Battleships and her sailors.



In storm while going to Iceland, USS Mississippi, 1941.
(Courtesy of Earl D. Kissinger)

AMERICAN BATTLESHIPS

A General History

Despite all of the written and spoken descriptions of a battleship, there remains for those who have experienced the sight, sound and service aboard one, a chasm of incompleteness in trying to tie a description and the experience together. No matter how enthusiastic or long the description, words never seem to be enough to capture the actual feeling of being in or around a battleship. It is one of those situations whereby the description always ends with "I wish you were there," or "I wish you could have seen her," an experience somewhat similar to trying to describe your best girl with a picture that doesn't say it all.

In attempting to capture this elusive feeling, one can, at best, try to imagine an early morning watch-stander, scanning the ocean and breathing a sigh of relief as the early morning fog begins to break and dissipate. However, he continues to look into the fog, not for what he sees but what he begins to sense. He is able to pick out light fog patches, but what he notices are shades intermixed, light and darker shades of gray together. Gradually, the darker patches blend into one form. Then, with the parting of the fog or the lightening of the day, the watch-stander not knowing which, he sees it: first just a ship's bow steaming through the fog bank, into the light, it grows and grows until ". . .look at her will you!" is thought before said. The ship gliding gracefully grows in the sight and mind of the watch-stander. He begins to feel he is in the presence of some sleek, imposing monolith as its size fills his vision. In almost slow motion it steams – power and force combined, a relaxed being with all its strengths ready to take on the unknown. The young man's senses are not yet segmenting what he sees into gun masts or men. What he sees is a unified being, ovewhelming the mind and senses. He perceives a force of integrated men and machinery, together projecting a presence of majestic power on both an emotional and physical level. It is in those fleeting moments that one can fully understand the true meaning of a battleship and all that it stands for.

THE EARLY DAYS

The battleship of today is a concept of antiquity, when men and societies, later, nations, had to defend themselves from each other. The battleship has also been a marvel of technological progress in man's search for security.

Marine Corps Ships Det., USS New York, BB-34, 19 August 1944. (Courtesy of Joseph C. Lanzalotto)

The free use of the sea came into question when the first trade or merchant vessels appeared. The attempt to create a dual use for a sailing vessel, to trade and to fight, was successfully developed and practiced for a number of years. However, there are indications that long before the birth of Christianity, the distinction in construction and use of merchant and warships was established.

In the beginning, the most effective of warships was propelled primarily by oarsmen, supplemented by a sail. Particularly in the Mediterranean, the oarsmen of these crafts allowed the ships' movements and speed to be less dependent upon external variables such as weather, tides and the variable winds. Additionally, a ship propelled by oarsmen was better able to make use of a key weapon developed at that time, the ram, because their independent propulsion system allowed them greater maneuverability in the sea battles. This "main battery" was to be supplemented with greek fire (flaming pitch shot from tubes during early Mediterranean shipping) as its secondary system, along with spearmen and archers.

The first major change made in sea warfare was that made by the Romans during their Punic Wars against the Carthageans which spanned 264 BC to 202 BC. Never known as seafarers, the Romans were quick to modify sea tactics to make use of their strongest weapon, the Roman soldier. They bypassed the use of the ram and greek fire and devised a new weapon to fit their needs, a "corvus," which was, simply, a bridge. The bridge was devised with a large nail on its end. In battle, the bridge was lowered on an enemy's ship, fixing the ship into position, and providing the means for the Roman troops to board the enemy ship. This allowed them to utilize their best battle strength, fighting hand-to-hand at close quarters. These new tactics helped clear the sea of enemy ships and enabled Rome to conduct a successful invasion of Carthage, removing it as a threat to Roman dominance in the Mediterranean. This was an early example of the importance of useful and efficient vessels for sea battles.

Following the Punic Wars, the Romans returned to the use of oarsmen in their ships. Some ships were built with more than one level of oarsmen, still supplemented by sails. The largest were called "triremes." The use of these ships peaked in the sea battle of Actium, a battle of Roman versus Roman for political control. The result of the peace that followed this culmination of years of sea battles and weapon development brought a reduction in the use and development of warships. This type of escalation and cut-back response in weapons and equipment for battles continues today.

During the interim years, a vessel called the "galley ship" came into dominance as the primary type of warship. Employed in the Battle of Lepanto in 1571, it remained primarily a combination of oarsmen and sails, but it incorporated up to three mast and sails to provide additional speed. In a way, the galley ship was a protopype of three-masted sailing ships, which remained as the primary means of ship propulsion until the invention and use of steam power in the 1800s.

The evolution of "war ships" to the sole use of sail and the appearance of the term "ships of the line" were also to accompany advancements in the areas of armor and armaments. The use of wood resulted in a dependence on a thicker type of wood which provided the greatest protection for ship and man. The average thickness to be used was approximately 1.5 meters.

In the area of armaments, the introduction of gunpowder enabled a quantum leap from greek fire, spearmen and archers, to the guns developed along with gunpowder. Guns were muzzle-loaded, smooth bore and fired solid balls. These new weapons in turn affected the road to standardized tactics which were to vary in accordance with the size and placement of guns throughout a warship. Common sense finally resulted in the broadside arrangement of guns aboard major warships. Early propellant charges required that ships come close aside so the balls fired could at least hit the other ship.

Progress in ship building and armaments led to multi-deck ships with larger guns. These changes, single deck or up to three decks, and the increase in the number and size of the guns carried aboard ship, eventually led to more formal ship titles and designations. A "sloop" carried all of her guns (12 to 20) on one deck. A "frigate" had two decks and mounted an average of 40 guns. A "ship of the line," the largest and most powerful of warships at that time, had three decks and 70 or more guns.

The "ship of the line" was a class of ship that evolved out of the tactical formations used by warships in sea battles. In brief, the opposing fleets would most often form into parallel lines, broadside to each other. When in reach of each other, they would fire away. The objective was to put the best or what was considered the most deadly and hence the most effective ship or ships on the line. Under these circumstances, the smaller ships provided support and supplies. A ship or ships worthy of being "on the line" by necessity had to be the best a nation could provide to defend itself and defeat those ships of its opponent. Today's battleships are considered the direct decendants of these "ships of the line."

The use of ships of the line served to reinforce the idea that warships should, for appreciable periods of time, be capable of performing operations out of sight of land and away from their homeport. These ships came to be built so that they would be at home on the sea and unlike merchant vessels, they would be able to function in such a way that the sea, extremes in weather permitting, was not to be an enemy, but the arena in which a threat to a nation's security could be defeated.

The age of mercantilism and imperialism gave a special emphasis to the need for secure trade routes and freedom of the seas. The growing awareness of the potential of the sea as an avenue of commerce was beginning to provide the motivation for standing national fleets and the continued improvement of the ships of the line. A nation's ability to construct and maintain ships of the line became, in time, one of the prime indicators of a nation's wealth, its people's standard of living, and its military power. All of these factors contributed towards the determination of a nation's position or standing among the world of nations, hence the importance and emphasis placed upon the manufacturing and maintenance of these great ships.

AMERICAN INTRODUCTION

American independence and initial growth was free from a major dependence upon the sea. Our War for Independence, as well as the War of 1812, found us hindered by the lack of capital ships, but our growth continued to be chiefly supported by internal trade and growth. However, the War of 1812 did increase our awareness, for a time, of the need for capital ships and their relationship to national security. As a result of this awareness, three ships of the line were built: the USS *Independence*, the USS *Franklin*, and the USS *Washington*.

14 INCH
SHELLS.

Taking on ammunition, USS Pennsylvania. 14" projectiles. (Photo by W.W. Saft)

The USS *Independence*, a 74 gun ship of the line, backed up the American naval activity against the Barbary pirates in the Middle East. The presence of American warships in the Middle East fulfilled the primary role of the United States Navy, as it was established by the newly created Board of Navy Commissioners and the secretary of the Navy. This principle role of the American Navy was to be the protection of United States' maritime commerce. Also, the Navy was to protect the American sea coast and coastal waters in cooperation with the United States Army.

During the period of 1838-1840 and through 1853, the United States Navy explored the seas and oceans and established friendly relations with a number of nations they reached, around the world. The United States' association with China, Japan, and its exploration of the Pacific Ocean laid the basis for the future need and employment of capital ships (ships of the line, now the battleship), to support and protect America's growing interests and presence in the Pacific area.

CHANGES

The early and mid-1800s was to be a period of significant change in the armor, armaments and capabilities of ships of the line. The genius and efforts of James Watt, who invented the first practical steam engine, and Robert Fulton, who was able to apply it in the propulsion of ships, opened the door to an extensive number of inventions.

One invention followed another in almost rapid succession: the explosive shell by Henri Paixhans, the propeller by Joseph Ressel, the French use of armor, the rifle gun by William Armstrong and its adaptation for shipboard use, the use of the steam screw, the fabrication of turrets and others; all led to a break with the past and the eventual genesis of the battleship. The critical areas of concern in the construction of battleships were their armament, armor, propulsion, personnel and tactics. Each area was equally important, and the measure of a ship's effectiveness had to be a balanced integration of these elements to provide the most efficient and effective battleship.

The introduction and adaptation of new inventions into the ship construction was often slow and costly. The use of computers and math models to simulate conditions and standards was not available to those developers. People did their best, but often it was a disaster that indicated there was a problem. One such incident occurred after the construction and launching of the *Indiana*, *Massachusetts* and *Oregon*, it became apparent during their firing trials that the main turrets were not balanced, and the ships listed when all guns were pointed abeam. Fortunately, despite these setbacks, progress continued to be made, and the battleships grew in size and capabilities.

ARMAMENT

The armament of a battleship was designed to provide the vessel the most powerful "hitting" power possible. The objective was to destroy any enemy ship as quickly and with the greatest distance separating them as possible. As guns progressed from solid shot muzzle loading smooth bore guns to explosive shell breech loading, rifled guns, their resulting increase in size and blast effect caused a constant trade off between armor, speed, tactics, and radius of action.

As the main guns of American battleships increased in size to 16- inch, 45 caliber guns, their weight and blast characteristics determined their number and placement aboard ship. In order to meet the objective of concentrating the fire of all of the major guns of a ship on one target simultaneously, the center line placement of the main battery of guns was the result of trial and error type experiences. They were fighting ships with more guns than American battleships, but these foreign ships were unable to bring all of their guns to bear at once.

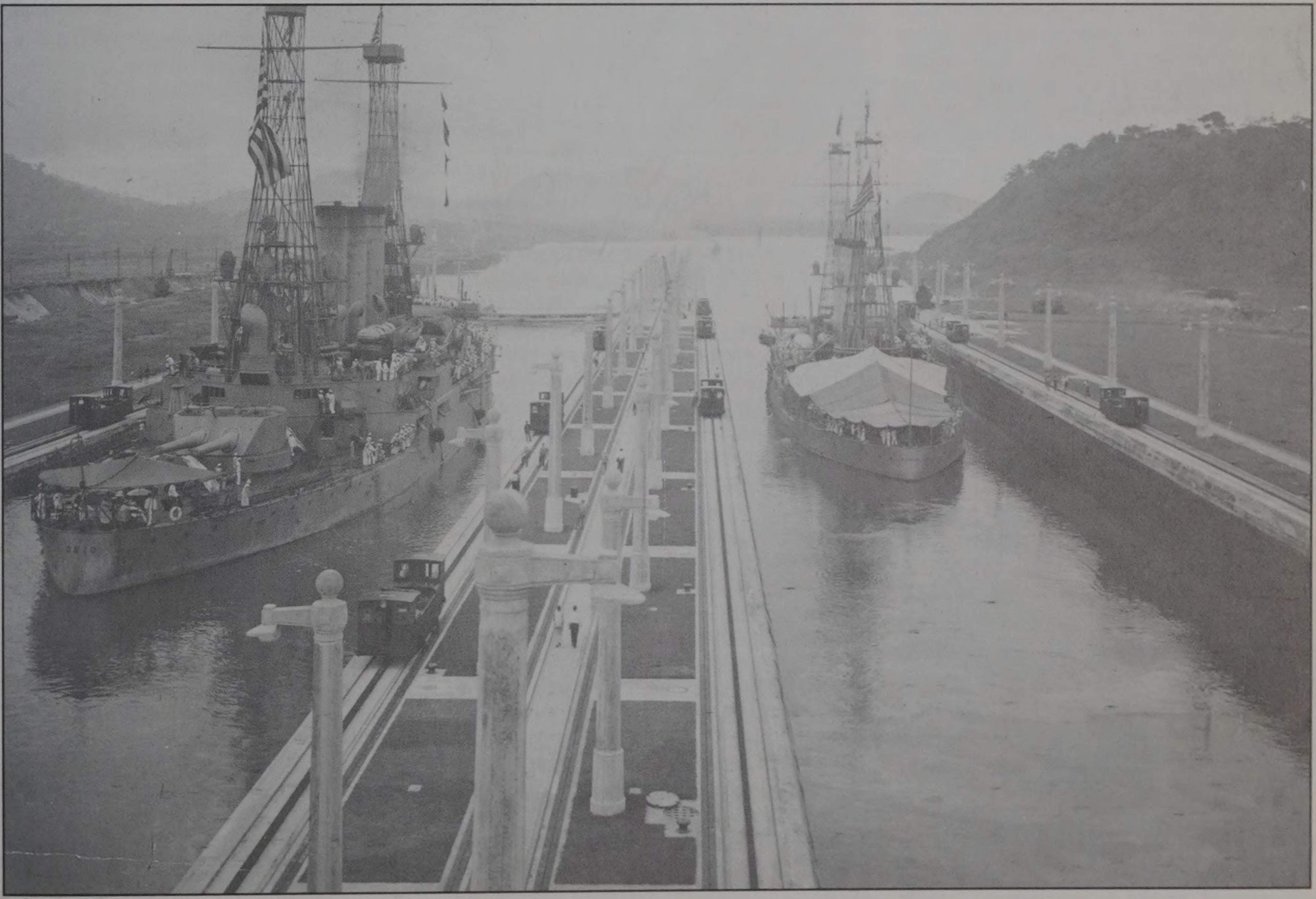
Another consideration in the selection of guns was the necessity to mix dissimilar caliber guns in order to have appropriate responses for different threats. Gradually it became necessary for battleships to engage and defeat ships of lesser tonnage and capabilities. This required a ship to be outfitted with not only guns for the largest of warships (battleships) but also guns for medium to small ships such as cruisers, destroyers and torpedo boats. One smaller ship or a combination of smaller ships could pose a serious threat to an ill-armed battleship, regardless of its size. Guns on the United States ships, at one time or another, included 6-inch, 8-inch, 14-inch and finally, 16-inch guns. In World War II, the Japanese battleship *Yamamoto* was to mount 18-inch guns.

One major threat to battleships that initiated a major armament reorientation was the introduction and increasing use of the attack and fighter airplanes, torpedo planes and dive-bombers. To meet this new menace, battleships increased their secondary weapons inventory and added a number of 40mm and 20mm. In response to today's threats of new weapons including the versatile jet aircraft and missiles, battleships have been armed recently with their own inventory of gattling guns and missiles.

A major characteristic of the battleship that permitted these gun changes was their structural strength and the layout of compartments. The soundness of the original, basic battleship's structure is confirmed today in the USS New Jersey, the USS *Iowa*, the USS *Missouri*, and the USS *Wisconsin*. All have continued to provide an excellent platform for the modernization necessary in order to meet the continually changing threat pattern and systems.

The modern armament of American battleships began with the USS *Indiana* (BB-1). Her armaments included: main - (4) 13"/35 guns, (8) 8"/35 guns and, (4) 6"/40 guns; secondary - (20) pdr. (6) 1 pdr. and (6) 18" surface torpedo tubes. Development of Tennessee Class battleships no longer included torpedo tubes. A major change was reflected in the Iowa Class battleships. These class of ships mounted: main - (9) 16"/50 guns; secondary - (20) 5'/38 guns, (15) to (50) 20mm, and (20) quad 40mm guns. The latest gunning improvement was represented in the USS *New Jersey* (BB-62) of the Iowa Class battleships. The USS *New Jersey* mounts (9) 16"/50 guns, (12) 5"/38 guns in twin mounts, (4) 20mm Phalanx Gattling guns, over 30 Tomahawk missiles, (16) Harpoon anti-ship missiles and (8) 50 cal machine guns. This is obviously an extensive and imposing array of offensive/defensive weapons to meet the most sophisticated of enemy threats.

Supplementary to the armament of the early



Operation of Miraflores Locks. USS Missouri and the USS Ohio in the lower chambers. The USS Missouri is leaving the west chamber. July 15, 1916.

battleships was the assignment of one to three observation aircraft. Until the use of radar and more advanced fire control systems, these aircraft were the extended eyes of the battleship. Their use and importance to the ship was clearly demonstrated repeatedly in the invasions carried out by American forces in the Pacific and in Europe during the World War II. These planes provided fire support requests and results to the battleships in order to knock out the enemy forces, shore guns and installations. The coordination and effectiveness of the team, pilots and gunners, saved the lives of many American Marine and Army troops.

ARMOR

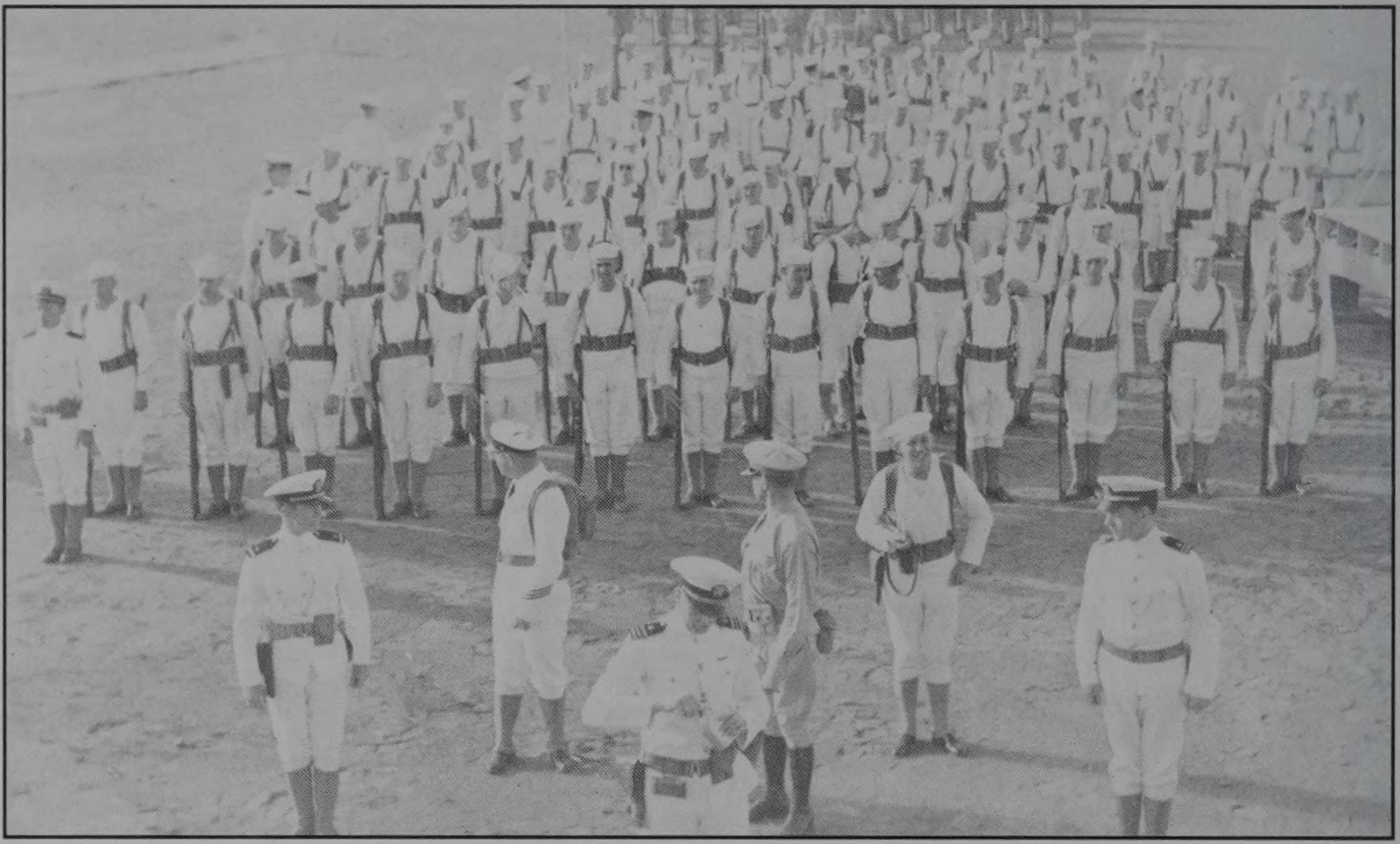
A ship's armor was that element set aside for the general protection or survival of the ship and crew in combat. The armor carried on board, and its subsequent placement throughout the battleship had a direct impact on the endurance, speed and the offensive/defensive capabilities of a vessel. The ultimate use of armor on a battleship was to maintain the fighting ability of the ship and men aboard her as long as they could inflict damage on an enemy. The common placement of armor was as a belt along the battleship's water-line, bow to stern. Thickness of the armor varied 12 to 18 inches and the belt extended 6 to 9 feet above and below the water-line.

Also, additional armor of varying thickness protected the battleship's main armament, magazines, propulsion and control systems. Armor was supplemented by double bottoms and blisters as protection against mines and torpedoes. Double bottoms consisted of a series of small, linked compartments. The areas were empty or storage areas for fuel. Their construction was directed towards absorbing the explosive damage of enemy weapons while still maintaining the basic integrity of the battleship, allowing its continued function.

Armor was also carried on the ship's top deck as protection against enemy aircraft or high angle fire from other battleships. The thickness varied on several of the top decks, being specially designed to absorb as much explosive force as possible without damage to the receiving ship. The American battleship carried less armor than the battleships of other nations. On the American ships, what armor they carried was heaviest amid ship and less on the bow and stern areas.

U. S. NAVAL TRAINING STATION
GREAT LAKES, ILLINOIS

Laying out hammocks out for inspection. U. S. Naval Training Station, Great Lakes, IL.



Landing force exercise USS Pennsylvania at US Naval Base, Guantanamo Bay, Cuba. 1939. (Courtesy of W.W. Saft)

PROPULSION

The growth in propulsion systems initially served to free the impact of wind and sea conditions on the employment of combat and tactics of a battleship. In most instances this continued to be the case, unless a battleship found itself supporting an aircraft carrier. The need for carriers to head into the wind or chase the wind in order to launch its aircraft was a nightmare to the navigators aboard all ships in the support group trying to maintain their ship's correct position in formation. During carrier flight operations, the first surface ship objective was not to get run over by a carrier at flank speed turning into the wind for a quick launch or recovery of aircraft.

The use and development of steam power provided increased maneuverability and speed to battleships. As part of the integration of speed, armor and armament, speed was sometimes sacrificed to increase one or both of the other elements.

Propulsion of the early American battleships was provided by coal, which was converted to steam-driven expansion-reciprocating engines. Coal was used in the *Indiana, Iowa, Kearsarge* (the only battleship not named after a state), *Illinois, Maine, Virginia, Connecticut, South Carolina, Delaware, Florida, Wyoming* and New York classes of battleships. Actual tons of coal ranged from the USS *Indiana* at 1640 tons to the USS *New York* at 2850 tons. Coal continued to be used in American battleships through 1910.

As the size and ability of American battleships to carry coal increased, so did the operational requirements for the battleships. American penetration into the Pacific region, particularly after the Spanish-American War, demanded the increased presence of American battleships. The experience of President Roosevelt's "Great White Fleet," 16 battleships traveling around the world, highlighted the need for coal refueling stations throughout the Pacific area. This need further motivated additional improvements which led to the introduction of steam turbine systems and turbo-electric systems.

The commissioning of the USS *Nevada* (BB-36) in February of 1916 introduced the substitution of fuel oil for coal. The USS *North Carolina* (BB-55) was a good example of the improvements made. The battleship had eight Babcock and Wilcox boilers which supplied steam to four sets of General Electric geared turbines for a total output of 121,000 horsepower. The power was transferred to four shafts and each shaft turned a four-bladed propeller. The inboard propellers were 15 feet; the two outboard were 16 feet. In addition to these propellers, electric motors also operated off of the main propulsion system. Electric motors were used to power everything from elevating the ship's guns and running radar to the ship's electric lights.

THE MEN

The most important variable factored into the equation of what determined the effectiveness of a battleship was the crew. The experiences derived from the length of time that battleships have been around and their performance in battle allow one to conclude that in many cases, the crew was the difference between the success or failure in a battle. It is the integration of skills, machinery and men's wills that make a battleship a fighting ship.

The number of officers and men assigned to operate a battleship varied from 32 officers and 444 enlisted men assigned to the USS *Indiana* (BB-1) to the designated compliment of 117 officers and 1,804 men of the USS *New Jersey* (BB-62). Tied to these numbers was the flip side of "manning" these ships. This is the Navy's organizational responsibility to provide the training programs, time and devices to equip the officers and the men

16" Guns firing off of Wonsan, Korea, The USS Missouri. (Courtesy of Robert T. Hefty)

to man the ship, with the knowledge to run the battleship and fight their enemies. World War I and World War II were to tax the system and individuals to the limit, but their results always met the needs of the Fleet.

The advancement of weapon systems has multiplied their complexity and cost. The old "on the job training" did not fit the bill to insure that an individual or a ship was qualified for operational duty. Very often, the ship's system required that the theory as well as the operation of a weapon be combined in training.

The officer complement required training in supervision and interpretation of man and equipment in all of the ship's divisions. An indication of the crew's required skills is illustrated by this sampling of ratings in Figure 1.

FIGURE 1

Boatswain's Mate (BM)
Boiler Technician (BT)
Dental Technician (DT)
Disbursing Clerk (DK)
Electrician's Mate (EM)
Electronic's Technician (ET)
Electronic's Warfare Technician (EWT)
Engineman (EN)
Fire Control Technician (FT)
Gas Turbine Systems Technician (GS)
Gunner's Mate (GM)
Hospital Corpsman (HM)
Hull Maintenance Technician (HT)
Instrumentman (IM)
Intelligence Specialist (IS)
Interior Communications Electrician (IC)
Machinery Repairman (MR)
Machinist's Mate (MM)
Master at Arms (MA)
Mess Management Specialist (MS)
Missile Technician (MT)
Operations Specialist (OS)
Opticalman (OM)
Personnel Man (PN)
Quartermaster (QM)
Signalman (SM)

L to R: Johnson, Yager and Henderson, in the gunnery office.

The listing reflects the changes from sail to steam and coal to oil. Additionally it delineates the rapid expansion of electronics and its expansion throughout the ship, be it in communications or the launching and control of missiles. The introduction of computers and the computerization of figuratively "anything that moves" added the Data Processing Technician (DP) and the Data Systems Technician (DS) ratings to answer the ever-changing needs aboard a battleship.

The success of a battleship in combat was the measure of its crew. The role of battleships in post-World War II conflicts such as Korea, Vietnam and Lebanon, continue to reflect the competence and the adaptability of officers and crew as the battleships were forced to meet an increasing number of threats from various sources against the security of the United States and her allies.

There are a number of ways to appreciate how battleship personnel feel about themselves, their ship, other units within the Navy and the world in general. One way to be fully informed about their various opinions is to state or imply an inferiority in their ship, crewmates or officers, or the superiority of any other Navy branch. The response would most likely confirm the characterization of battleship sailors as colorful in manner and language alike. However, it would leave no doubt that this group of men is an entity to themselves and cannot be replaced.

That battleship men have a special bond was verified by the number of requests to meet the call to the recommissioning of the USS *New Jersey*. To many, the battleship represented the best of the "real Navy." The size and complexity of a battleship did not accept but the best from each individual. It was not a question of convenience or just looking good. A man's survival, whether in combat or not, depended upon his performance while aboard ship. Misuse of or inattention when using equipment or a weapon system could, in an instant, take one or several men's lives, hence the phrase, "The book was written in blood."

Despite being a tight ship run on the spit-and-polish principle, the battleship was often the only home a sailor had; the concept "you take care of her and she'll take care of you" prevailed. Although the life did fill the advertisement, "Join the Navy and see the world," it was not a pleasure cruise. Aboard ship there were many attempts at recreation, but "chow" was the pivot of the day. In some ports it earned a quick return to the ship before proceeding with liberty.

The positive results of discipline and the working integration of officers and men were demonstrated time and time again through wars and police actions. Whether providing fire support for others or fighting to save the ship, the job was done. At Pearl Harbor, perhaps the worst of possible Navy nightmares, men on and off duty stood their stations. They took a brutal blow from a highly trained and motivated enemy but were not defeated. World War II ended in victory, but never on the long and tortuous path to this goal did the dedication and performance of the battleship sailor ever slacken. Battleship sailors had to watch the newly heralded carrier ships take the lead, but often those on the carriers and invading on land were grateful for the fire protection and support the battleship's guns and people provided.

TACTICS

An external element which influenced the performance of a battleship was the tactics planned for and carried out by the ship. The objective of a battleship was to rush out and take on the enemy's battleship. However, as stated above, the variety of threats a battleship could encounter in times of war required a mix of weapons and an integrated balance of armor, armament and speed. For the most part, the presence of main and secondary gun systems was enough to meet the different surface threats as ably demonstrated by their success in the Spanish-American War.

The first major re-evaluation of the employment of battleships was with the operational use of submarines. Armor and blisters did not seem sufficient to ensure the continued operational employment of battleships in submarine infested waters. The submarine problem was to be countered by providing increased anti-submarine protection through smaller surface craft or through the utilization of battleships in areas outside the effective radius of submarine activity. During World War I, battleships did provide convoy escort duty in company with anti-submarine surface ships. Additionally, when joined to the British home fleet, they provided protection against the possibility of German battleships raiding English coastal areas or Allied convoys, and were able to still operate away from the major submarine threat areas.

The British and German experience in May 1916, in the battle of Jutland left doubts in the minds of supporters and critics as to the use of battleships. What seemed to have been overlooked was an awareness of the adaptability of the role of the battleship to fit the needs of England or Germany. Often overlooked was that the English had a strategic victory in neutralizing the German Fleet as a threat to its own coast or to the millions of tons of equipment and the men travelling across the Atlantic. The success of a weapon can be judged in many ways and possibly the role of the battleship in World War I deserved more study to determine the true strengths and weaknesses of the use of this particular "weapon." The disaster of the English employment of battleships in Turkish waters did little to enhance the reputation of their use.

The result of World War I on battleship tactics was that battleships were only used primarily to balance the combatants. There was little or no interest demonstrated in making battleships a positive and crucial element in the overall mix of a nation's arms necessary to defeat an enemy. There were not any tacticians like J.E.C. Fuller, B.H. Liddel Hart, or Heinz Guderian advocating new battleship tactics. Instead, in the interim years of 1918 to 1938, battleship tactics and development proceeded inversely to the civilian populations' desire to outlaw war following the devastation left by World War I. As many failed to appreciate the critical and tenuously balanced international environment around them, the military also failed to appreciate the scientific advances that would eventually have impact upon the role and use of various weapons, including the battleship. These scientific advances, especially in the fields of radar and aircraft use and performance, would have determinative and long-term effects in the next world war.

After being initially caught off-guard and unprepared at the beginning of World War II, the thinking of battleship utilization was to be overwhelmed by a rapid series of disasters experienced by England and the United States in the early stages of World War II. In one rapid blow, the loss at Pearl Harbor of the USS *Arizona* (BB-39), the subsequent loss of the USS *Oklahoma* (BB-37), and the damage to the USS *California* (BB-44), the USS *West Virginia* (BB-48), the USS *Pennsylvania* (BB-38), the USS *Tennessee* (BB-43), the USS *Maryland* (BB-46) and the USS *Nevada* (BB-36) put a dark cloud over the complete spectrum of battleship employment. The battleship itself and its planned utilization were intially to receive modifications and employment changes almost on a day-to-day basis. The roles it filled as anti-aircraft gunship, shore bombardment support, heavy escort for supply lines, and secondary backup to the carrier groups were self-made: as vacuums appeared, battleships took up the slack and performed whatever job was necessary. The modification of several battleships with new and updated weapon systems today supports the speculation that had research continued to be applied to the battleship during the 1918 to 1938 period, their use may have been significantly enhanced at a much earlier date.

Currently, the recent continued loss of American oversea areas to base surfaces and the increasing spread of terrorist tactics by a number of Second and Third World nations make the continued use and appearance of battleships in those areas a viable working option to protect the numerous and varied interests the United States has a broad and closer to home.

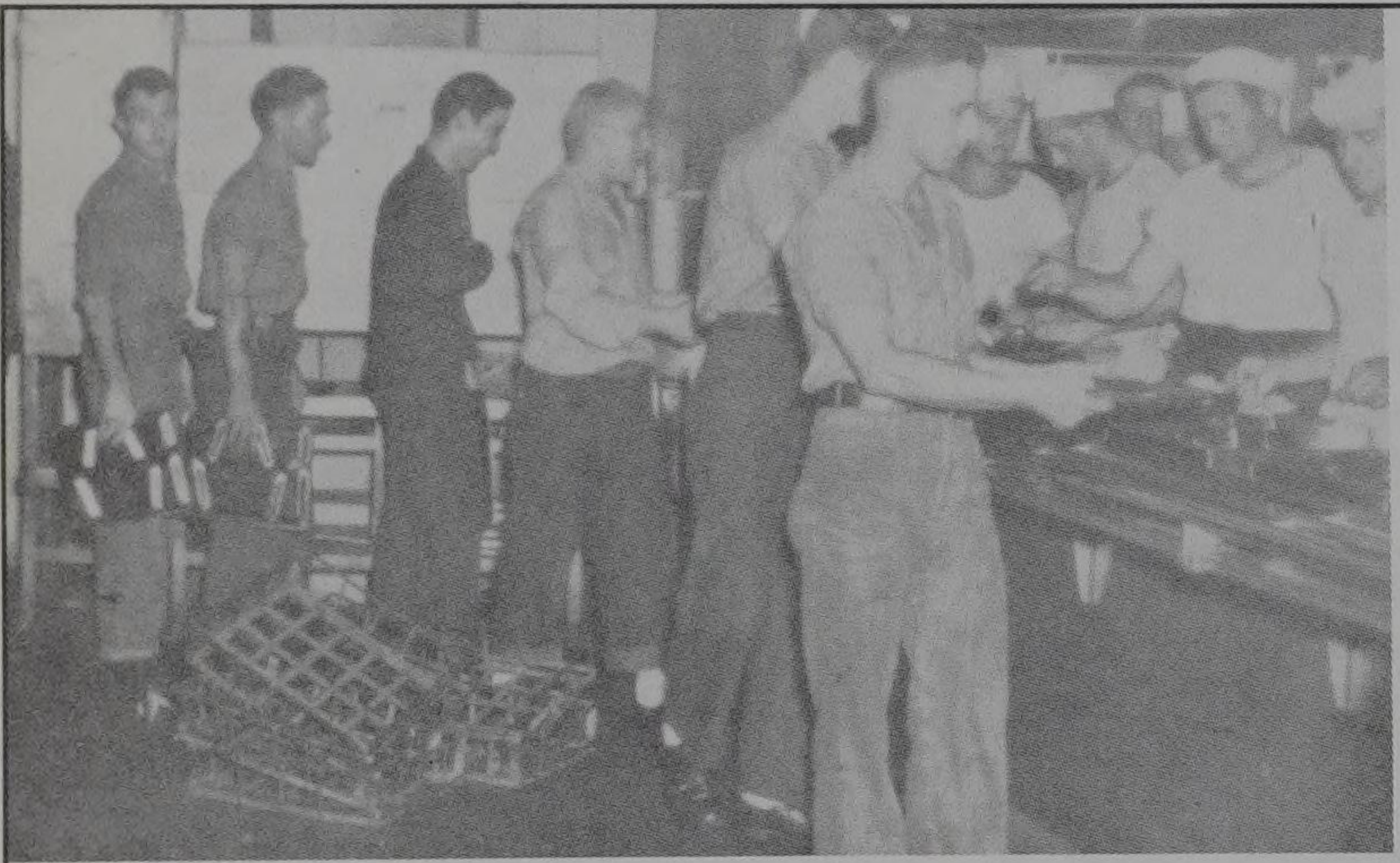
THE BATTLESHIP IS ARRIVING

In examining the actual development of the battleship in America, it appears to have received its greatest push from the steam warship demologos which could be considered the earliest prototype for the modern battleship. The Civil War provided early examples for the use of armored warships, steam and turrets. However, the end of the War Between the States saw the loss of the natural interest in battleships or military development in general due to the absence of need.

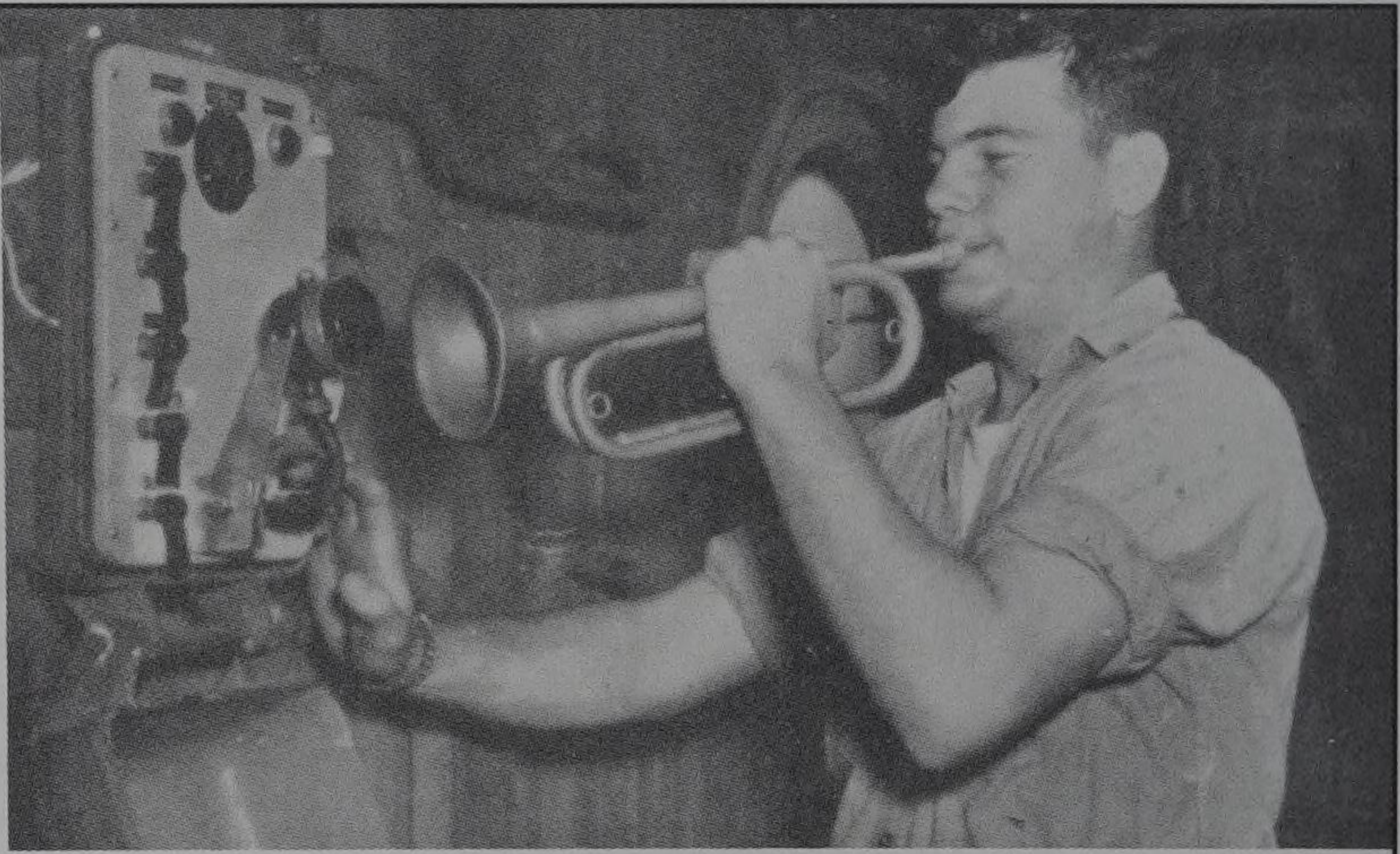
What aroused the American interest in the battleship subject again was not the wars in Europe, but the American concern with its natural growth and expansion and its "Manifest Destiny." After the Civil War, the country continued to expand until reaching the boundary of the Pacific Ocean. Not to be outdone by the actions of the major European nations, that, in the 1900s, were establishing overseas possessions, the United States looked to the Caribbean and the Pacific areas for possible expansion. The interest of the United States in a strong navy was further stimulated by the publication and dissemination throughout the world of a book **The Influence of Sea Power upon History, 1660-1783**, by Alfred Thayer Mahan, an American naval officer. The book provided a valid summation of cause and effect studies of international trade, national growth and national security. It emphasized the impact of trade, the availability of natural resources and the need for a powerful, if not overwhelming, naval force for a nation to become and remain a world power. The powers of Europe were soon concerned with stengthening their ability to guarantee the security of their trade routes and overseas possessions. Together these sources provided the natural resources to feed Europe's ever growing and expanding industries. Natural self-interest demanded the best naval forces possible, and at the top of the list of requirements was the need for the biggest, most powerful and heaviest battleships possible.

The United States quickly decided that, to act in its best interest and to manufacture the best ships possible to fit its needs, it would be necessary to assimulate what progress had been made in armor, armament and propulsion systems by England, France, Italy and Russia, and to incorporate these advances into their designs. Three battleship keels were laid in 1891: the USS *Indiana* (BB-1), the USS *Massachusetts* (BB-2), and the USS *Oregon* (BB-3). The keels of two other ships, the USS *Texas* and the USS *Maine* were laid in 1888 and 1889. Both were designated second-class battleships and launched prior to BB-1 through BB-3. Just prior to the Spanish-American War, America was to add the USS *Iowa* (BB-4) to its inventory of battleships.

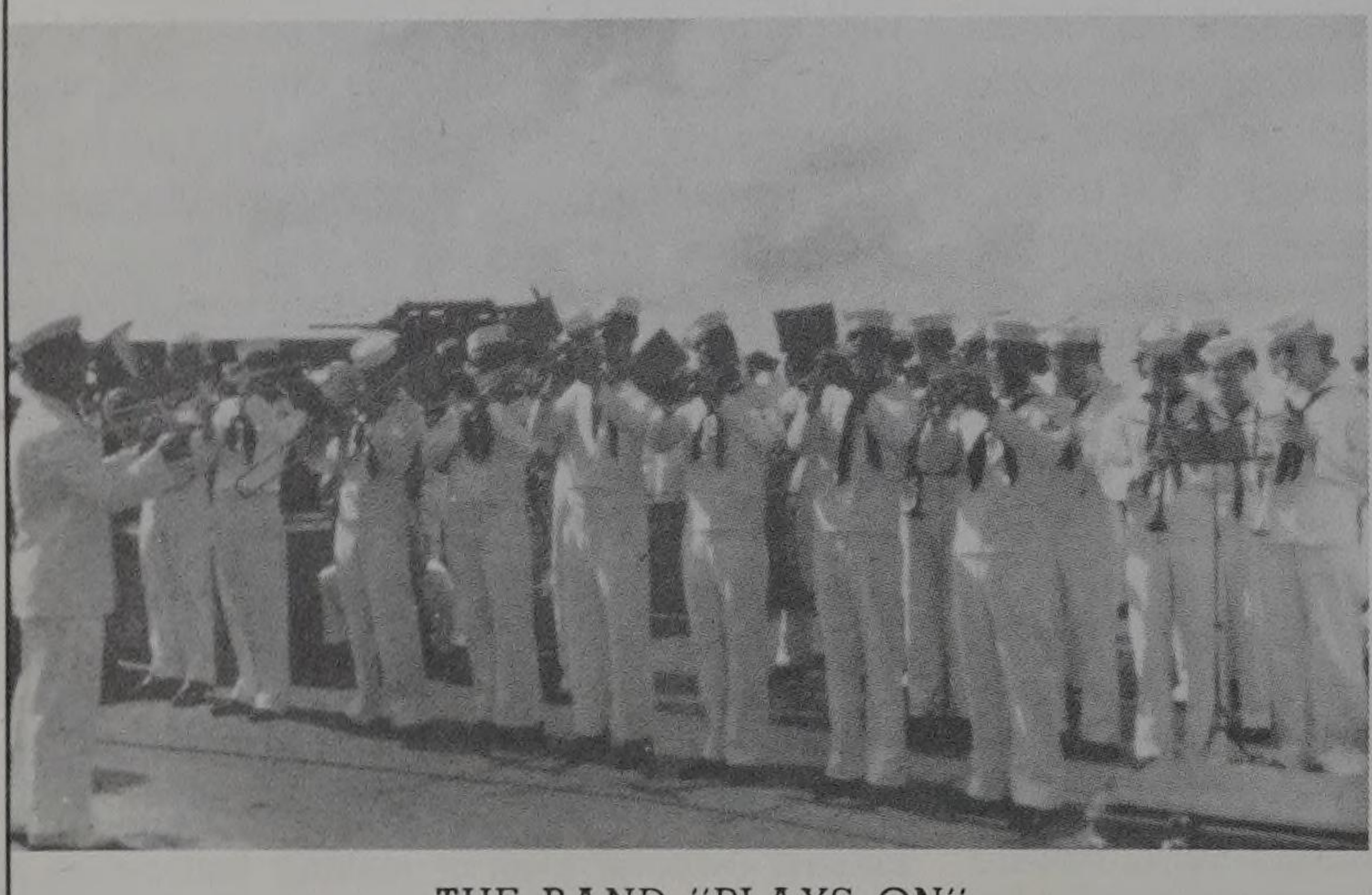
During the time these ships were built, a number



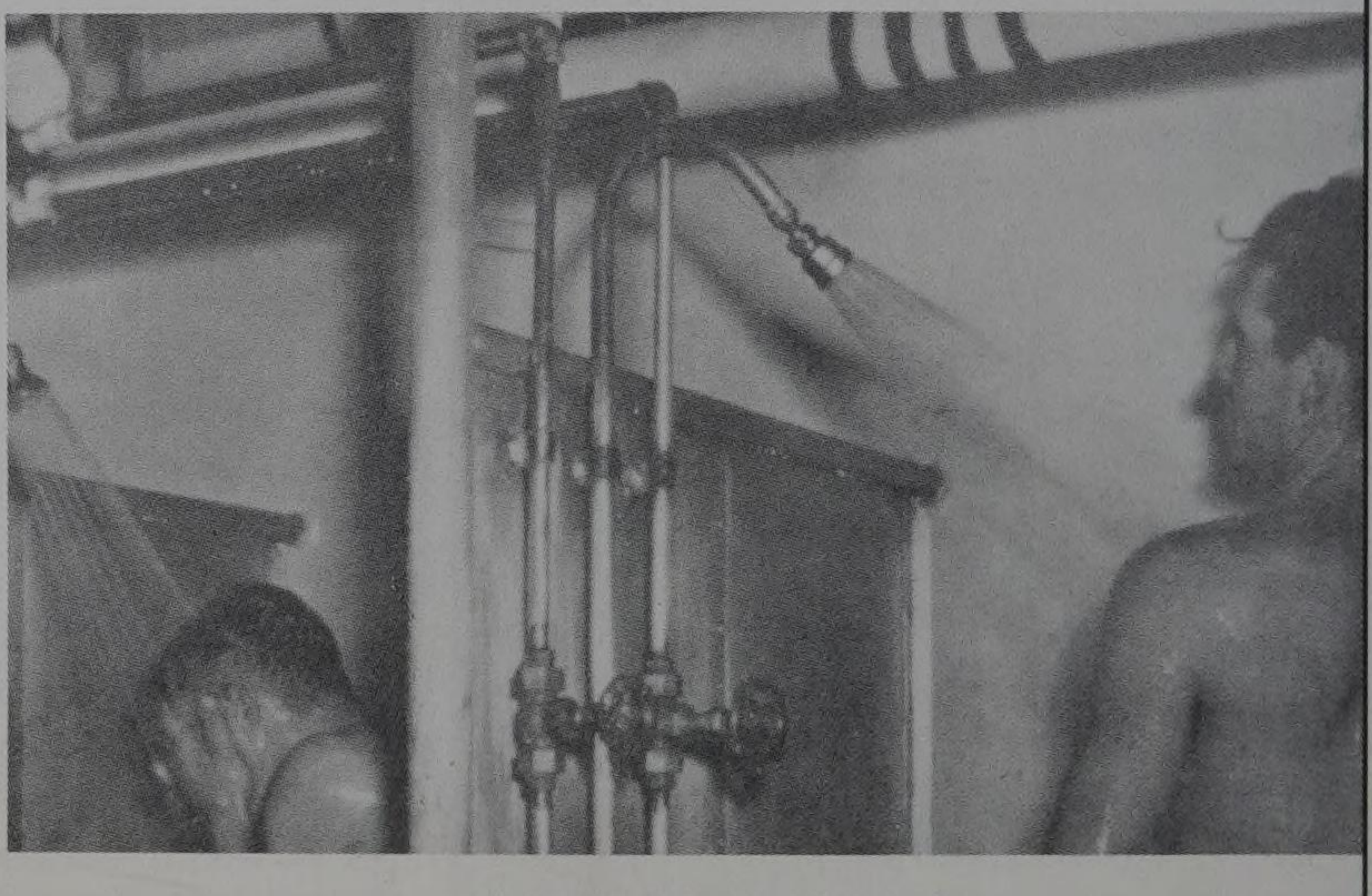
"HITTING THE CHOW LINE"



"UP ALL HANDS"



THE BAND "PLAYS ON"



STARTING THE DAY

of changes occurred. The USS *Texas* and USS *Maine* had an average displacement of 6,000 to 7,000 tons. The Indiana Class averaged 11,000 tons. Armament increased from 8 main armament guns and 22 secondary guns of the USS *Maine* to 18 main armament guns and 28 secondary guns on the USS *Iowa*. The main effect of the USS *Maine* was its role in triggering the war between the United States and Spain.

When the battleship blew up while in the port of Havana, Cuba, the blame was laid at the door of Spain. The USS *Indiana* and the USS *Iowa* were ordered to positions to meet the anticipated threat posed by the arrival of the Spanish Fleet in the Americas. The USS *Oregon* successfully circumnavigated South America to reinforce the Atlantic Fleet. On 3 July 1898, American battleships, minus the USS *Massachusetts*, met and in a running battle, defeated the Spanish Fleet in the Battle of Santiago.

Although the Spanish-American War was not a masterpiece of organization, one item did stand out, and this, namely, was the accuracy of the United States' battleship gunners. Whatever the condition of the Spanish Fleet, the fact that the American ships were devastatingly effective in hitting what they aimed for, helped to convince the Spanish that surrender was their only option under those type of conditions.

The Russo-Japanese War of 1904-1905 helped to maintain our interest in battleship production, primarily because of the beating the Russian Fleet took at the hands of the Japanese. Japan's entrance on the scene as a naval power shocked the western world. During the period 1905 through 1914, the United States was to launch 20 battleships.

WORLD WAR I

During World War I, the major event for battleships was the Battle of Jutland between the English and German fleets. The results of the battle served the English objective of keeping the German Fleet in port for the remainder of the war. To the Americans, it was a poor showing of English seapower. English propaganda in America had been too successful about the English's Fleet supposed ability to destroy the German Fleet. The lack of a clear-cut naval victory stimulated America to authorize the building of 10 additional battleships if it became necessary for the U.S. to face the German Fleet.

American battleship commitment to World War I included nine coal burning and three oil burning battleships. The coal burners included the USS *New York* (BB-34), the USS *Wyoming* (BB-32), the USS *Florida* (BB-30), and the USS *Delaware* (BB-28), they were assigned to serve with the British Home Fleet and Scapa Flow because of the availibility of coal and the lack of oil. The USS *Nevada* (BB-36), USS *Oklahoma* (BB-37), and the USS *Utah* (BB-31) were assigned operational responsibilities off the coast of southern Ireland in Bantry Bay from September to November 1918. They were to prevent any German surface ships from attacking American troop or supply ships enroute to England. The remaining American battleships performed escort duty with the American Atlantic Fleet or were held in reserve off the American coast.

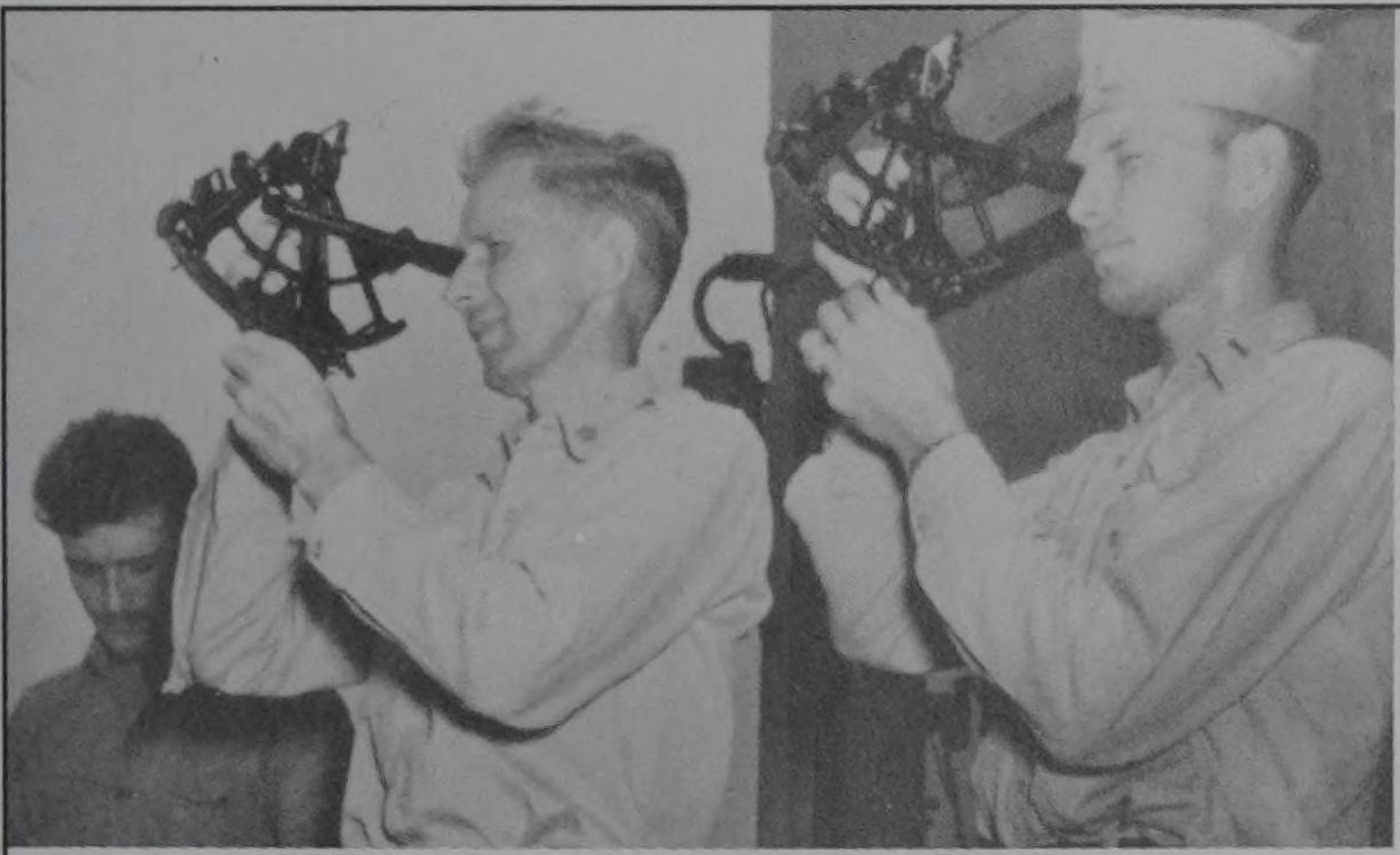
CHANGES

The improvements in battleship construction continued from 1908 through the entire war period. This was demonstrated with the USS *New Hampshire* (BB-25), commissioned in 1908. Her construction consisted of: length, 456', beam, 76', displacement, 16,000 tons, main armament 24 guns of three varying sizes, 22 secondary guns, 12" armor, submerged torpedo tubes, and a speed of 18 knots using coal for fuel. In comparison, the USS *Pennsylvania* (BB-38), commissioned in 1906 consisted of: length, 608', beam, 97', displacement, 31,400 tons; and initially outfitted with 12 main guns of 14" single size, 22 secondary guns of 5"/51, 18" armor, and aspeed 21 knots using a turbine drive fueled with an oil propulsion system.

Of main importance were the differences in size, armament, armor, and propulsion systems. Difficulties surmounted during this period included the damaging effect of gun blasts by larger 8" guns on smaller sized guns and the discontinued use of two-story turrets in the CONNECTICUT Class. The reduction in the varying number of gun sizes in turn reduced the multiplicity of magazines aboard ship. Valuable modifications in the gun area were the changes to ammunition hoists, modified in 1908. They were disconnected into segmented stages to bring up ammunition from the magazines. The change was to prevent the possibility of burning gasses or debris falling directly into the ammunition handling area.

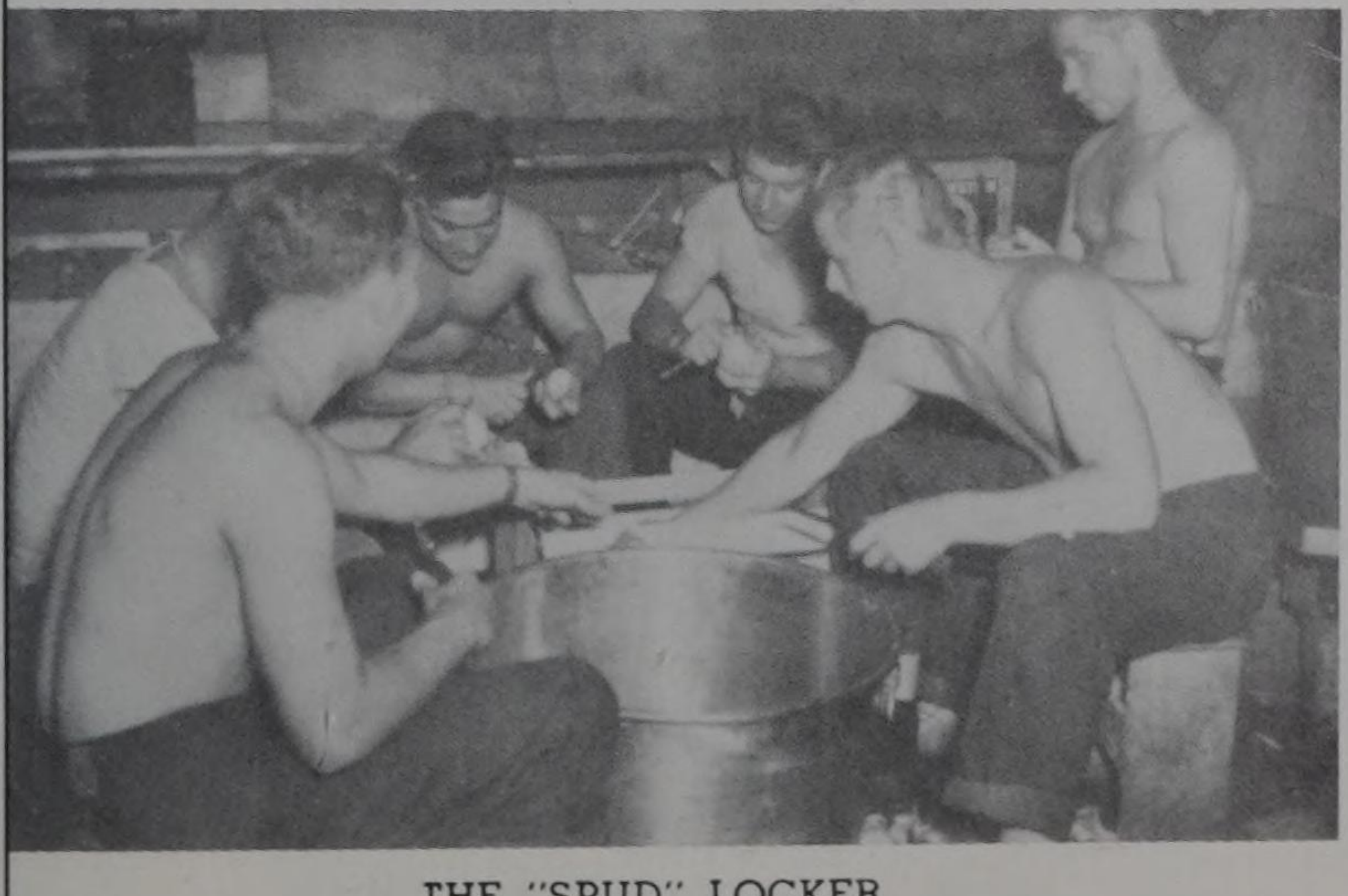
The switch from coal to oil began with the USS *Nevada* and it proved a boost not only to the battleship's efficient use of fuel, but a boost to the men's morale; it had always been an "all hands evolution" for taking on coal!

Matching the developments of battleship contruction was the growing organization to support the new ships. New machines and new weapons were always more complex, and the Navy was successful in providing the programs and devices needed to supply the required training.



"SHOOTING" THE SUN

"SUGAR" REPORTS



THE "SPUD" LOCKER

"SWABBING DOWN"

LET DOWN

American interest at the end of World War I was to make the American Navy the world's most powerful. The continued development of the Japanese Fleet had begun to cast a shadow over the Western and Central Pacific. Unfortunately, the end to this American dream and the meeting of the Japanese threat was to be the beginning of the post-war depression. Congress and the country at large looked to economic recovery, not military build-up. Pacifism rode the back of the depression. There was no war, therefore the money available had to be used for helping people, not in developing better ways in which to kill them.

Right or wrong, the mood of the country was to be fertile ground for the Washington Conference of November 1921, and the following 9-and 5- power agreements of 1921-1922. The agreements put the brake on the construction started in 1920 on the U.S.S. *South Dakota* (BB-49), the USS Indiana (BB-50), U.S.S. *Montana* (BB-51), USS *North Carolina* (BB-52), USS *Iowa* (BB-53), and the USS *Massachusetts* (BB-54). All were cancelled for construction in 1922.

During the Hoover Administration not a single combat vessel was built. Peace was to be negotiated. It was to be much later when we admitted that "the king wore no clothes."

Congressional Acts of 1934, 1936, and 1938 provided authorization for building capital ships only as replacements and only if the president determined a need. The Congressional Act of May 1938 finally increased the allowed tonnage of capital ships to 105,000 tons. This came only after Germany and Japan had begun building their capital ships above the 1921-1922 agreements. In 1940, the Navy was allowed a further increase of 1,350,000 tons. The keel of the first American battleship to be completed since World War I was the USS *North Carolina* (BB-55) in 1937.

IN BETWEEN YEARS

In the 1930s and 1940s, the lid was gradually taken off the size of a battleship. In 1934, Italy placed the first order for a 35,000-ton battleship. This was followed by German re-entry into the building race with the SCHARNHORST class battleship. In the United States, the second Vinson Act in May 1938, authorized the construction of additional battleships: the South Dakota class (35,000 tons), and the Iowa class (45,000 tons). By 1938, Britain continued to build ships of 45,000 tons, but opted for 16" guns, as the Americans had beginning with the USS *Colorado* (BB-45) in 1919. In the closing phases of World War II, the existence of Japan's super battleships became known with the appearance of two YAMATO class battleships. Each had a displacement of 64,000 tons, and came with 18.1" guns.

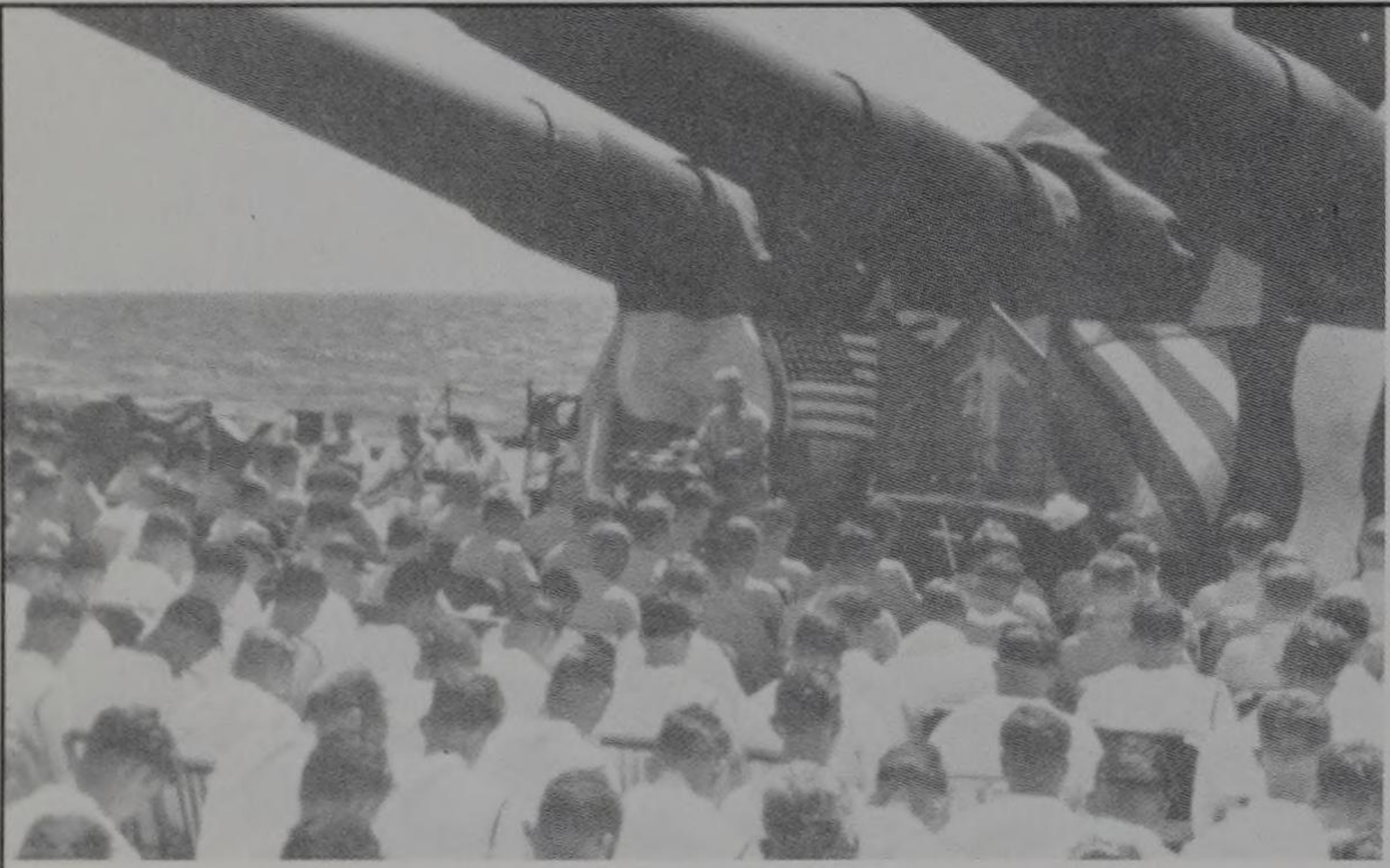
An evaluation of the Italian use of battleships was extremely limited due to their poor water-tight intergrity and battle-readiness. The performance of Germany's Bismark in sinking *HMS Hood*, and her own end demonstrated the true staying power of battleships. The Bismark, after taking a steering gear casualty, expended all her ammunition, then opened her scuttle valves and set-off explosive charges within the ship. As the English Fleet worked her over, she finally capsized and sank. The English action accelerated her own end, but in the final analysis, it seemed her end was more of her own crew's action. The battleship itself did what it was supposed to do, fight and survive. The actual inner structure of the battleship was pierced one or two times. The ship's tactical employment shares equal blame for her loss with the actions of the enemy.

The English loss of the *Repulse* and the *Prince of Wales*, and the American disaster at Pearl Harbor almost served to bury the battleships and their uses to the pages of history. The American, and later Allied, use of battleships as a valued and necessary part of an offensvie force in the Pacific area was to validate their need and worth. The American Pacific Fleet utilized the best of each weapons system, the strong and the weak points of battleships, carriers, cruisers, destroyers, submarines, and support forces, each serving to balance the other. It was the genius of the Americans to appreciate an old rule; the value of the whole is greater than each of its parts. The Americans used this concept and time and again it proved itself both in American use and its misuse by our enemies.

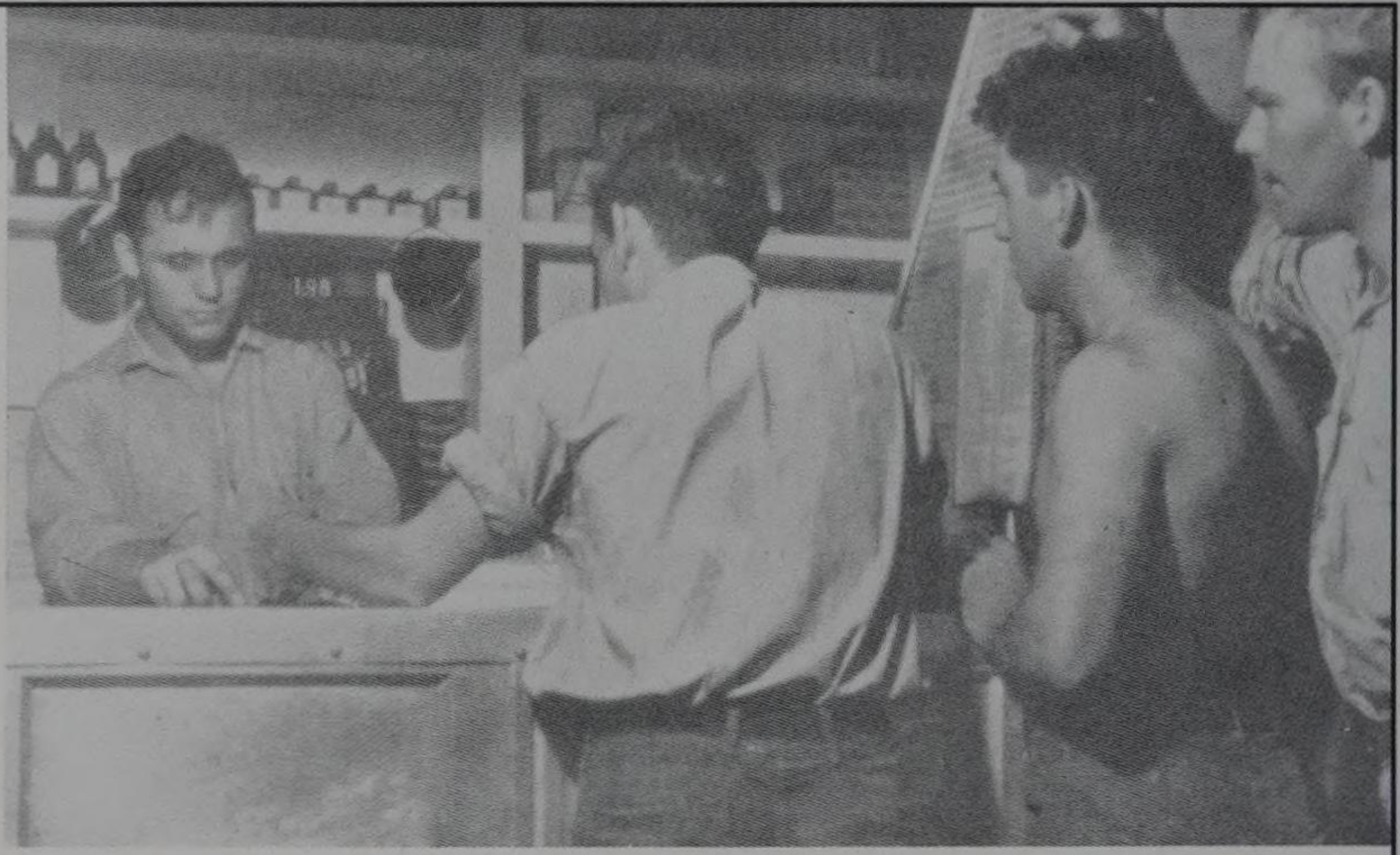
THIS IS NO DRILL

As the United States was walking into World War II, the role call of battleships in December 1941 was: USS *Arkansas* (BB-33), USS *New York* (BB-34), USS *Texas* (BB-35), USS *New Mexico* (BB-40), USS *Mississippi* (BB-41), and USS *Idaho* (BB-42) (operationally a part of the U.S. Atlantic Fleet., and assigned to the conduct of Neutrality Patrols in the North Atlantic.) The USS *Wyoming* (BB-32) was in use as a training ship in Norfolk, VA, and the USS *Colorado* (BB-45) was undergoing a conversion in Puget Sound. The USS *North Carolina* (BB-55), and the USS *Washington* (BB-56), commissioned in April and May of 1941 respectively, were in sea trials.

The remaining battleships were in port at Pearl Harbor and took the brunt of the Japanese sneak

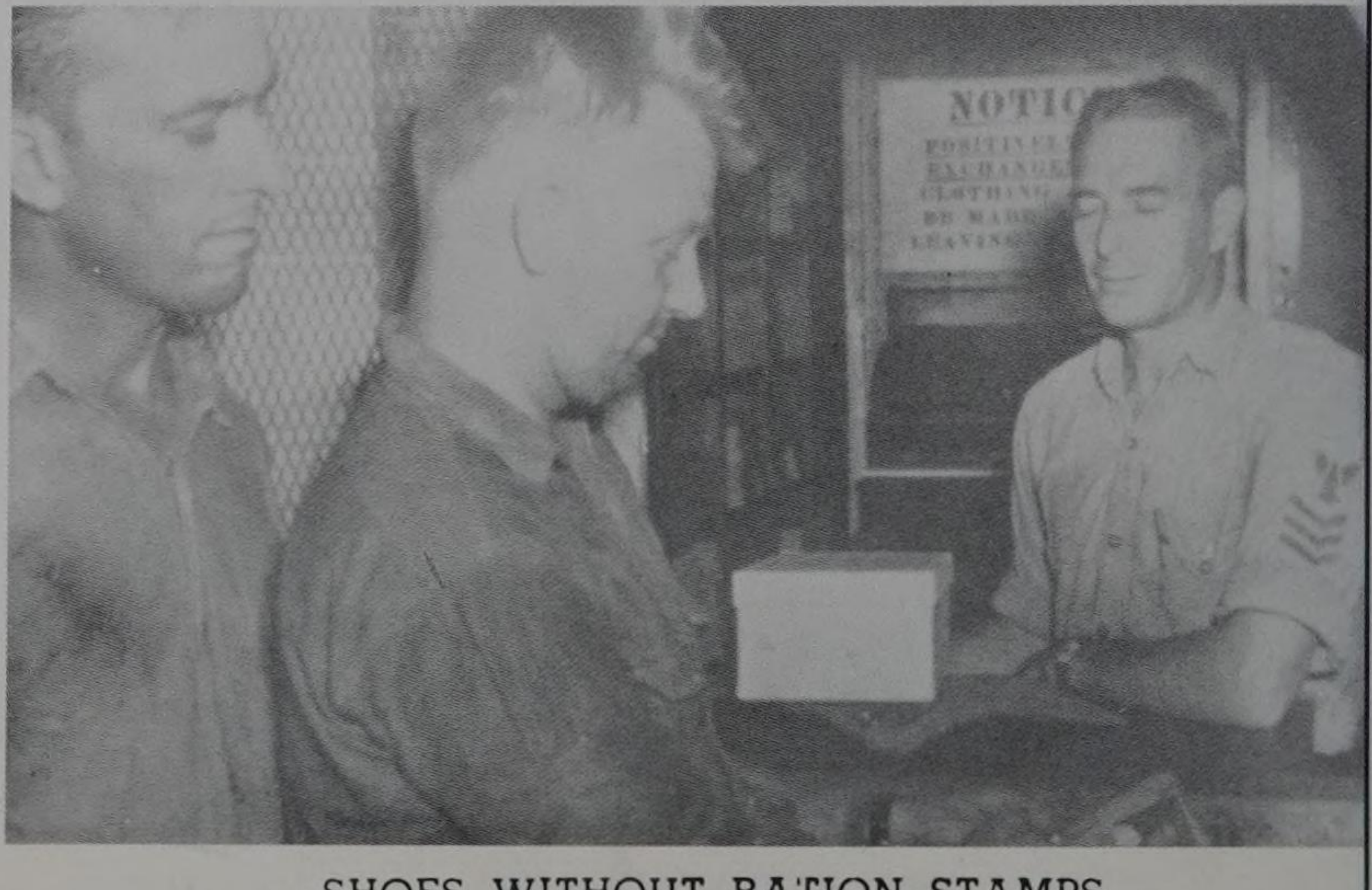


MEMORIAL SERVICES



SPENDING IT

SHARP EYES SHARPER BULLETS



SHOES WITHOUT RATION STAMPS

attack on 7 December. While the *Oklahoma* was severly damaged and capsized during the attack, she was up-righted and was enroute to the mainland when she parted her tow and sank. The USS *Nevada* (BB-36) was hit with 1 A/C torpedo and 5 A/C bombs. She sank in harbor mud, but was raised and returned to duty. USS *Oklahoma* (BB-37) capsized, was raised, but did not return to the Fleet (the *Oklahoma* had been assigned in 1936 to rescue Americans caught in Spain during the Spanish Civil War). The USS *Pennsylvania* (BB-38) was damaged but returned to duty. The USS *Arizona* (BB-39) hit by one A/C torpedo and eight A/C bombs sank, and in 1962 was dedicated as a National Memorial. The USS *Tennessee* (BB-43) was damaged, but returned to duty, as did the USS *California* (BB-44), hit by two A/C torpedoes, and 3 A/C bombs. The USS *Maryland* (BB-46) was hit by two A/C bombs and was repaired and returned to duty, and the USS *West Virginia* (BB-48) was also repaired and returned to duty after being hit by six A/C torpedoes and two A/C bombs.

The events surrounding the disaster at Pearl Harbor will continue to be discussed long after we are all gone. What has and will be agreed upon is the unification of the citizens of the United States behind a single objective - victory over her enemies. The attack also left no doubt in anyone's mind that the role of the battleship in combat was to be forever changed. Unfortunately, what continued to be overshadowed by the changes in roles was the vital contributions battleships did provide in the Pacific and Atlantic theaters of war.

WHAT WE DID (PACIFIC)

The strategic decision to make Europe the primary area of commitment was to allow the Pacific area commanders some degree of flexibilty in their operations. The plan for Japan, or "the road back," was to conduct flanking attacks on Japanese positions across the Pacific, with the addition of attacks up the center of the flanks — a plan which did not permit Japanese freedom of action with their military forces.

The major pivotal points in recovering lost positions and attacking Japan included General MacArthur operating out of Australia, and Admiral Nimitz attacking from the Central and South Pacific. As General MacArthur advanced his troops, he was able to provide both land-based and naval augmented support for his forces. Admiral Nimitz was required to develop a complete base of operations and support that moved with him at sea. The United States Navy had to develop and protect the largest umbilical cord in history.

The carrier forces served as the points for Admiral Nimitz's actions. The battleships provided both support for the carriers, and also served as a core of heavy second-line defense for the long train of supporting troopships, repair ships, fuel tankers, and cargo carriers. The success of all future naval actions was to depend on the protected lifeline feeding beans and bullets to the land, sea, subsea, and air operations of Admiral Nimitz. The U.S. Navy's organization was laid over a foundation provided by the battleships.

Once the Fleet's actions began to roll over the Pacific, the Navy was no longer a thin shield of defense. It was a complete combat force in breadth and depth never seen and never imagined by anyone prior to the hostilities. The Central Pacific Forces attacked from Pearl Harbor through the Gilbert, Marshall, and Mariana Islands, through Iwo Jima and Okinawa. The South Pacific Forces worked through Northern New Guinea, the Philippine Islands, and the South China Sea. All forces were homing in on the main islands of Japan.

Prior to the war's end, the battleship force was increased by seven additional ships: USS *South Dakota* (BB-57), USS *Indiana* (BB-58), USS *Massachusetts* (BB-59), USS *Alabama* (BB-60), USS *Iowa* (BB-61), USS *New Jersey* (BB-62), USS *Missouri* (BB-63), and USS *Wisconsin* (BB-64). An additional seven were programmed and work initiated, but they were never completed because of the war's end in 1945.

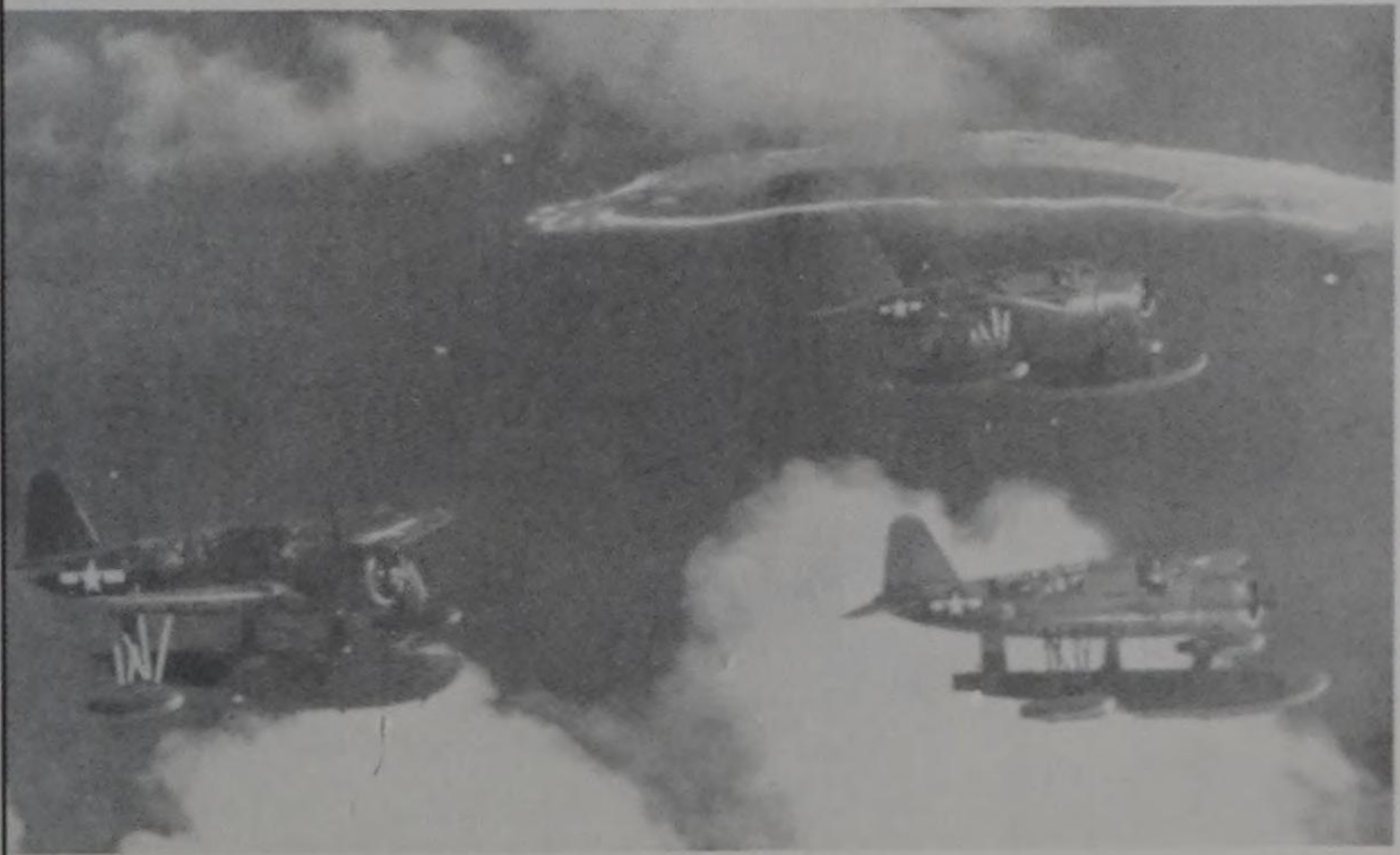
Following Pearl Harbor, the remaining battleships afloat in the Pacific were assigned escort and patrol duties along the Eastern Pacific. Point battleships were the USS *Mississippi* (BB-41), and the USS *Maryland* (BB-46) performing either escort or guard duty in the Midway Islands area. By May 1942, and June 1942, the battles of Coral Sea and Midway had been fought. The Coral Sea was the first combat between carrier forces, and although American losses were heavy, it represented the first time a Japanese advance was stopped.

At the Battle of Midway, American forces were outgunned and outnumbered. However, Intelligence provided information on the intentions of the Japanese fleet. The result of superior intelligence, the enemy splitting his forces, and the American carriers pressing the issue resulted in a defeat for Japanese ambitions to capture Midway. The Japanese loss of pilots was to restrict their later activities throughout the Pacific area. The two naval victories served to motivate American action to take the initiative against the Japanese.

The first step back was to be our attack on Guadalcanal in the Solomon Islands. The battle for the island was to be costly in men and ships. The first surface engagement took place off Savo Island, and the battle was an American disaster with the

EDUCATIONAL ADVANCEMENT

TWO MORE NIPS COURT DESTRUCTION


EYES OF THE FLEET

THE FLEET RESTS

loss of four heavy cruisers. During 23-24 August 1942 in the Guadalcanal area the USS *North Carolina* (BB-55) was steaming in company with three U.S. carriers; the *Wasp*, the *Saratoga*, and the *Enterprise*. In the exchange of carrier strikes, the USS *Enterprise* was damaged and the Japanese lost a heavy carrier. On 6 September, now a gun ship for the *Wasp* and *Saratoga*, the *North Carolina* shot down six enemy aircraft. However, on 15 September, the *North Carolina* was torpedoed and ordered to return to Pearl for repairs. Further submarine action sunk the *Wasp* and damaged the *Saratoga*. In continued attempts to prevent our being driven off the island, the *Hornet* and the *Enterprise* were committed to attacking the Japanese Fleet. On 24 October, the *Hornet* was sunk, and our last carrier in the area, the *Enterprise*, heavily damaged.

As the Marines fought to hold on to the island, the USS *Washington* (BB-56), and the USS *South Dakota* (BB-57) arrived. Almost immediately, the USS *South Dakota* took some damage to her bridge, but both battleships became a part of the carrier *Enterprise's* screen. *Enterprise* aircraft began a three day battle with attacks on a Japanese force including two battleships, the *Hei*, and the *Kirishima*. On the first day, American aircraft heavily damaged the *Hei*, and she was later sunk by the shore-based aircraft at Henderson Field, as the two American battleships raced to engage the Japanese on 14 November. The USS *South Dakota* was disabled off Savo Island with over 30 hits, and two U.S. destroyers were sunk.

The last remaining American capital ship to meet the Japanese forces was the USS *Washington* (BB-56). In the battle that followed, the superior gunnery of the *Washington* sunk one Japanese destroyer and laid waste the battleship *Kirishima*. This action turned the Japanese back and prevented major Japanese reinforcements from landing on Guadalcanal. The USS *Washington* was to be the only American battleship to sink a Japanese battleship. Guadalcanal was declared secure on 9 February, 1943. It was to be the first of many examples of sailors, marines, and soldiers obtaining victory by courage, initiative, and never giving in to any doubt of their ultimate success.

The next American move was to regain Attu and Kiska Islands in the Aleutian chain. Attu was the first target and it was shelled by six battleships. The USS *New Mexico* (BB-40), USS *Mississippi* (BB-41), and USS *Tennessee* (BB-43) provided general fire support, while the USS *Nevada* (BB-36), USS *Pennsylvania* (BB-38), and USS *Idaho* (BB-42) provided direct bombardment fire. The fire supprt of the battleships drove the Japanese troops in to the mountains. Regrouping, the Japanese staged a banzai charge and were swept away by American fire. The landings several weeks later at Kiska had a pleasant suprise for the troops: the Japanese had left and in their place the Americans found three dogs.

After the Aleutians, the next major attack was launched by the Central Pacific Forces against Betio Island, in the Tarawa Atoll, and Makin Island, in the Gilbert Island chain, on 21 November 1943. A total of nine battleships were involved in these operations. Four battleships were used against Makin Island, and five, including the flagship, the USS *Maryland* (BB-46), were used against Betio Island. A delay in the scheduled capture of Makin Island and a low tide at Betio Island made the Tarawa landings a near disaster. The battleships *Tennessee*, *Idaho*, *Mississippi*, *North Carolina*, *New Mexico*, *Pennsylvania*, *Colorado*, and *South Dakota* laid in at sometimes less than 8,000 yards for gunnery support of the Marines ashore. At battle's end, some 17 Japanese troops remained alive.

The USS Pennsylvania Band (Courtesy of A. D. Hood)

Central Pacific Forces followed quickly with a series of attacks on islands in the Marshall Island chain. By 1944, the battleship forces represented a terrifying array of heavy gun support. Including battleship refitting and battle damage, in 1944, the battleship force in the Marshall Islands was up to 14. Between refittings and invasions, the battleships conducted almost continuous raids throughout the Marshall and Mariana Islands. Between 31 January and 22 February 1944, invasions were launched at Kwajalein, Eniwetok, and Truk Islands. At Kwajalein, the *Tennessee* and *Pennsylvania* laid 1500 yards off the invasion beach and destroyed everything in sight. Some confusion did arise, however, and the *Washington* and the *Indiana* collided, and the Admiral had to shift his flag from the *Washington* to the *North Carolina*.

During the invasion of Saipan, conducted 15 June to 9 July, there developed the battle of the Philippine Sea, 19 June—20 June. The composition of American forces was divided into five groups, four of which contained three or four aircraft carriers. The carrier and invasion forces were supported by 15 battleships. The list included: the USS *Iowa*, the U.S.S. *Massachusetts*, the USS *Tennessee*, the USS *New Jersey*, the USS *North Carolina*, the USS *Indiana*, the USS *Washington*, the USS *California*, the USS *Pennsylvania*, the USS *New Mexico*, USS *Alabama*, the USS *Mississippi*, the USS *Idaho*, the USS *Colorado*, and the USS *Maryland* after her refitting. On 19 June began the greatest carrier battle of the war. The Japanese in one day were to lose 346 aircraft to American aircraft and surface ship support. Considering the number of battleship guns disbursed amoung our carriers for fire support, the air was heavy with lead.

During the battle, the USS *Indiana* was hit by a kamikaze aircraft. The USS *South Dakota* was hit by a bomber, the USS *California* took a hit from shore fire, and the USS *Tennessee* suffered three shore hits as they supported the Saipan landings. During 21 July to 20 August, our battleships supported landings at Guam and Tinian Islands. Off Tinian Island, the USS *Colorado* was to be hit 22 times by coastal fire.

The battle for Leyte Gulf in support of the Leyte invasion was to be one of the greatest naval actions in history. It consisted of four different battles, and when it was over, Japan no longer had a fighting naval fleet.

The schedule for the next series of actions were: October, Leyte; December, Luzon; January 1945, Iwo Jima; and March Okinawa.

Two American Fleets were to be involved in the invasion of the Philippines. The Third Fleet, commanded by Admiral Halsey, included ten new battleships. The Seventh Fleet, commanded by Vice Admiral Kinkaid, was a mixed force of American and Australian forces and also included six battleships. The American battleships included; the *New Jersey*, *Tennessee*, *Iowa*, *Massachusetts*, *California*, *Pennsylvania*, *New Mexico*, *West Virginia*, *Maryland*, and the *Colorado*.

At the Leyte invasion, the Japanese committed their combined Fleet. Their Central Force was to travel via the San Bernadino Strait to the Leyte Gulf and attack the American invasion forces. The Japanese Southern Force would transit the Surigao Strait to the Leyte Gulf. The Japanese carrier force, with very few aircraft remaining, really a decoy force, was to draw the Third Fleet North and out of the way.

On 23 October, the Japanese Central Force suffered battle losses to American submarines, and the next day American carrier forces forced the Japanese to retreat. The Japanese Southern Force on 25 October, ran into American Forces under Rear Admiral Oldendorf. The American patrol boats, destroyers, and cruisers were distributed along the interior flanks of the Surigao Strait. At the northern end of the strait, where it feeds into the Leyte Gulf, a force of American battleships sat waiting.

The Japanese came under early attack as they entered the strait; guns and torpedoes were launched at the Japanese line of ships. As the Japanese pressed forward, their line of ships was capped by the American battleships in a classic "T", with all battleships concentrating their fire on the Japanese line. Admiral Oldendorf finally ordered firing to cease for fear of Americans hitting each other. The Japanese escaped with one cruiser and one destroyer. The Battle of Surigao Strait was a naval battle without aircraft; it was to be the end of an era.

Admiral Halsey had assumed the Japanese Central Force, like the Southern, no longer a threat, and he took his Task Force 38 out after the Japanese carriers. Admiral Halsey, on departing, left the San Bernardino Strait forces without any heavy ship or aircraft support. On 25 October, the Japanese fell on the Americans at San Bernardino. The line up for

Office (BB-57), July 1945, Off the island of Honshu. (Courtesy of Don Ross)

the Japanese was four battleships, six heavy cruisers, and many destroyers. For the Americans, six escort carriers and several destroyers. In the free-for-all that followed, the Americans sank three enemy cruisers, and so disrupted the Japanese that they withdrew. The Americans lost one escort carrier, the *Gambier Bay*, and one destroyer, the *Johnston*, who took on four Japanese destroyers, and one cruiser in her defense of the escort carriers.

Later American carrier strikes confirmed the Japanese decision to retreat. By now, Halsey had detached the USS *New Jersey* and the USS *Iowa* in an unsuccessful attempt to intercept the Japanese. At the end of four days, the Americans had shattered what remained of the Japanese Navy. The last major weapon to face the American Fleets was the kamikaze pilots. Committed during the Leyte operations, they were so effective that as the Army was completing ground operations, the Navy withdrew its carrier forces for the Luzon operation. Japanese losses for the period included: one large and three light aircraft carriers, three battleships (one of the two largest in the world), two heavy cruisers, four light cruisers, and 12 destroyers.

As the Luzon invasion began, Japanese kamikaze aircraft struck the Fleet. Early in the battle they struck, hitting the battleships *New Mexico* and *California*, and on the November 9, one hit the *Mississippi*. One out of every 33 aircraft attacks sank a ship. It was finally the combined efforts of the Third and Seventh fleet carriers, that by mid-January 1945 the threat was eliminated.

As an island, Iwo Jima was nothing but volcanic ash, steaming fissures and gorges. The fighting was the first Japanese defense of their homeland. Its need was like that of a number of other islands; to provide landing fields for attacks against mainland Japan.

Even with bombardment support beginning three days early on 16 February from nine battleships sometimes firing from 4,000 yards and less, it still took over 30 days of fighting, and almost 30,000 American and Japanese deaths before we secured the island.

The battleship support continued to consist mainly of the older battleships: the *Arkansas*, *New York*, *Texas*, *Nevada*, *Idaho*, and *Tennessee*. However, they were joined by three newer battleships in the bombardment support; the *Indiana*, the *Massachusetts*, and the *Missouri*.

The invasion of Okinawa on 1 April 1945 was best summarized by "Americans fighting to stay alive and Japanese fighting to die." Over 30 American naval vessels were to be sunk and over 387 damaged. The Japanese were to deploy the full might of their kamikaze attacks in several massive waves. A kamikaze crashed into the *Maryland* as other battleships began sustaining hits by kamikaze pilots and included the *New York*, *Nevada*, *New Mexico*, *Missouri*, and *West Virginia*. The shore bombardment and anti-aircraft fire support provided by the battleships helped to insure that the Fleet was there to stay until the island was secured.

Following the invasion of Okinawa, the battleships turned their attention to action in the Japanese homewaters. Through the bombing of Hiroshima on 6 August, and Nagasaki on 9 August with atomic bombs, battleships ranged throughout the Japanese homewaters. The battleships in the Japanese homewaters included: the USS *Indiana*, the USS *Iowa*, the USS *New Jersey*, the USS *Massachusetts* the USS *Tennessee*, the USS *North Carolina*, and the USS *Missouri*. It seemed only fitting that on 2 September 1945, the signing of the documents of Japanese surrender would be conducted aboard a battleship, the USS *Missouri* (BB-63), one of the newest battleships in the American Fleet.

WHAT WE DID (EUROPE)

The battleships in the European theater included the USS *Arkansas* (BB-33) initially on-duty off Iceland in 1941, but also serving as escort for 11 convoys between the United States and England. Also performing escort duty were the *New York*, and *Texas*. *Washington* and *Alabama* assignments included escort duty in the Murmansk runs to Russia.

Operation TORCH, on 8 November 1942, the Allied invasion of North Africa, was supported by the *Arkansas* and *New York* in company with the *Massachusetts*. The three U.S. battleships engaged the French battleships *Jean Bart* and *Richelieu* at Casablanca. The *New York* heavily damaged the *Jean Bart*, which remained in port at Casablanca throughout the war. Through 1942 to 1943, the American battleships continued their escort duty from America to England or North Africa. They supported the Allied invasion of Sicily, the Italian mainland, Salerno, on 9 September 1943 (when Italy surrendered); and on 22 January, they supported the Anzio landings in Italy.

The invasion of Normandy on the 6th of June 1944, opened up Europe to the Allied Forces. Off the beaches of Normandy, the American battleships the USS *Nevada*, the USS *Texas*, the USS *Arkansas* provided shore bombardment from 6,000 to 12,000 yards, as well as anti-aircraft protection for the Fleet. The Normandy landings were followed on the 25 June 1944 with additional landings in France at Cherbourg. It was off Cherbourg that the *Nevada*, in company with the *Texas* and *Arkansas*, received shore fire from German 88 guns. The *Nevada* provided support along the French coast to Marseilles. Once the Allies had attained a secure hold on the mainland of Europe, American battleships worked their way to the Pacific Ocean. In June 1943, the USS *South Dakota* made a short visit to Atlantic waters but returned to the Pacific by the end of June 1943. The USS *Iowa* stood watch over the German battleship *Tirpitz* in Norway, and in November 1943, carried President Franklin D. Roosevelt to the Allied Conference in Teheran. By January 1944, the USS *Iowa* was in the Pacific providing escort cover for the aircraft carrier strikes against the Japanese outer, and later, inner home islands.

The end of World War II came with the Japanese surrender on 14 August 1945, just four months after the surrender in Europe on 7 May 1945. The battleships soon found themselves providing transportation back to America for thousands of troops. Most of the battleships at the end of the war were to be sold for scrap. Several, including the USS *New York*, the USS *Nevada*, the USS *Arkansas*, and the USS *Pennsylvania* were used in a series of atomic bomb tests at Bikini Island in the Pacific. The ships were sunk as a result of the bomb tests, or from supporting surface vessels after the tests. The *Nevada* and the *Pennsylvania*, even after the tests, refused to pass on easily and had to be deliberately sunk.

A number of battleships was fortunate and became military memorials. Individuals appreciating not only their tourist value, but their historical value and educational worth to future generations, kept them from the scrap pile. Today, the USS *Texas* (BB-35) is off the San Jacinto Battleground Park. The USS *North Carolina* (BB-55) sits in a channel just off Cape Fear River. The USS *Alabama* (BB-60) is off Jubilee Parkway (Interstate 10) by Mobile, and the USS *Arizona* (BB-39) rests at the sight of her sinking in Pearl Harbor, a national memorial since 1962. The USS *Massachusetts* (BB-59) is berthed at Fall River, MA and is a state shrine.

In the case of some battleships, where events prohibited the presentation of a complete battleship, artifacts have been preserved. Artifacts have been obtained and are on display throughout the country for the USS *California* (BB-44), the USS *Maryland* (BB-46), the USS *Mississippi* (BB-41), the USS *Nevada* (BB-36), the USS *Oklahoma* (BB-37), the USS *Pennsylvania* (BB-38), the USS *Tennessee* (BB-43), the USS *West Virginia* (BB-48), the USS *Indiana* (BB-58), and the USS *South Dakota* (BB-57).

HERE WE GO AGAIN

No sooner had Americans taken off their shoes to enjoy the peace than the world became caught up in the "Cold War." On 25 June 1950, the United States of America found herself in a new war, facing a new enemy: North Korea, and later, Red China. The war began with a scramble for men and equipment. Ill-equipped and ill-trained Americans again found themselves on the short end of the stick.

The need for guns, big guns, accurate guns, led to the call for battleships. The USS *Iowa*, the USS *New Jersey*, the USS *Missouri*, and the USS *Wisconsin* went out to make believers of another generation of enemies. It was on the other side of the world, to most Americans, that the power of battleships were to be applied throughout 1951, 1952, and 1953. The "big boys" provided off-shore fire support for Army and Marine units. The battleships, on rotation, were to supply walls of steel between our forces and the enemy from the Inchon landings to the evacuation at Hungnam Harbor. The signing of an Armstice on 27 July 1953 permitted the "big boys" to return home again.

AND AGAIN

For a time, this nation was to try to withdraw into itself, away from war and the threats of war. Unfortunately for us, but fortunately for the rest of the world, we did not pick up and leave the scene. Since World War II, this country has found itself involved in the political and war activities of South East Asia. In a series of events and political decisions, this country has been again at war - a sometimes strange war that has left its mark on America.

However, whatever the politics, when needed for duty, the battleship was again to answer the call. The USS *New Jersey* got suited up again, and in September 1968, went back on the firing line, this time off the Vietnam coast. The USS *New Jersey* was again to demonstrate what she did best — blasting the hell out of the enemies' shore gun positions and troop facilities. The USS *New Jersey* manned with an all-volunteer crew, was to be on the firing line for over 100 days. With the American evacuation of Vietnam in 1973, the USS *New Jersey* returned home, and was decommissioned in December 1969.

AND AGAIN

Following the Vietnam War, large scale confrontations between nations degenerated into hit-and-run terrorist attacks throughout the world on Americans and their allies. In almost a throwback to 1812, our forces were called upon to take action in the Eastern Mediterranean. To support and beef-up our presence, the call again was for battleships to protect landings and to provide gun cover for our aircraft carriers forced to operate within the narrow seas surrounding Lebanon and Syria. The USS *New Jersey* was back in a familiar role. Following the *New Jersey*, the country recalled to duty the USS *Iowa*, the USS *Missouri*, and the USS *Wisconsin*.

Throughout the 1980s the battleship continued to be on the line for the United States. Today, the USS *New Jersey*, USS *Missouri*, USS *Wisconsin*, and the USS *Iowa* remain on active duty. The *New Jersey* and the Iowa are programmed to be off the active duty list in 1991.

With what seems like a back down of communist control in Eastern Europe, the money crunch for the military forces is with us again. There is a possiblity of economics forcing a military system trade-off, and we may find this nation again without the services of our battleships.

TOMORROW

Whatever the financial restrictions, there will always be a need for a weapons system that can perform like a battleship. In 1985, there occurred an interesting event which may indicate the path of the battleship for the immediate future - the launching of the USS *Nevada* (SSBN-733) at Groton, Connecticut.

Additionally, there is reason to believe that this nation will have a need for a "battleship" even in space. This country for two decades has been launching itself out into space, almost like man's early attempts to explore the oceans and seas. As a result of continuous sea exploration, land battles spread to the sea. The result was that the nation with the greatest naval power came to rule not only the sea, but the land as well.

As time progresses and man continues to move from land to sea to space, who is to deny that whosoever controls space will also control the land and sea. Not wanting war in space will not guarantee peace in space, that concept has consistently failed. The need remains for those few who will imagine, plan and develop the battleships of the future. So that when the call comes again, the battleship will come again, opening the eyes of the world and the mouths of the young with a "man look at that!" Then, like those who went before, the battleship will again get on the firing line and go to work.

CLOSE AT HOME

The break-up of the Communist world continues to leave this country under the ever-present threat of terrorists and second and third world nations. Nuclear confrontation seems remote as a reality but not as a threat. However, conventional confrontation is more of a reality than a threat. Additionally the system trade-off in hitting power and cost make the battleship a viable alternative, in some instances, to expensive aircraft. The battleship still has a role in today's complex world.

In the final analysis, the battleships, the men who served in them, and the nation that employed them have all left their marks on history. Whatever the job, whatever the location, when called, the battleship answered, and no one ever had cause to doubt their worth, especially the enemy!

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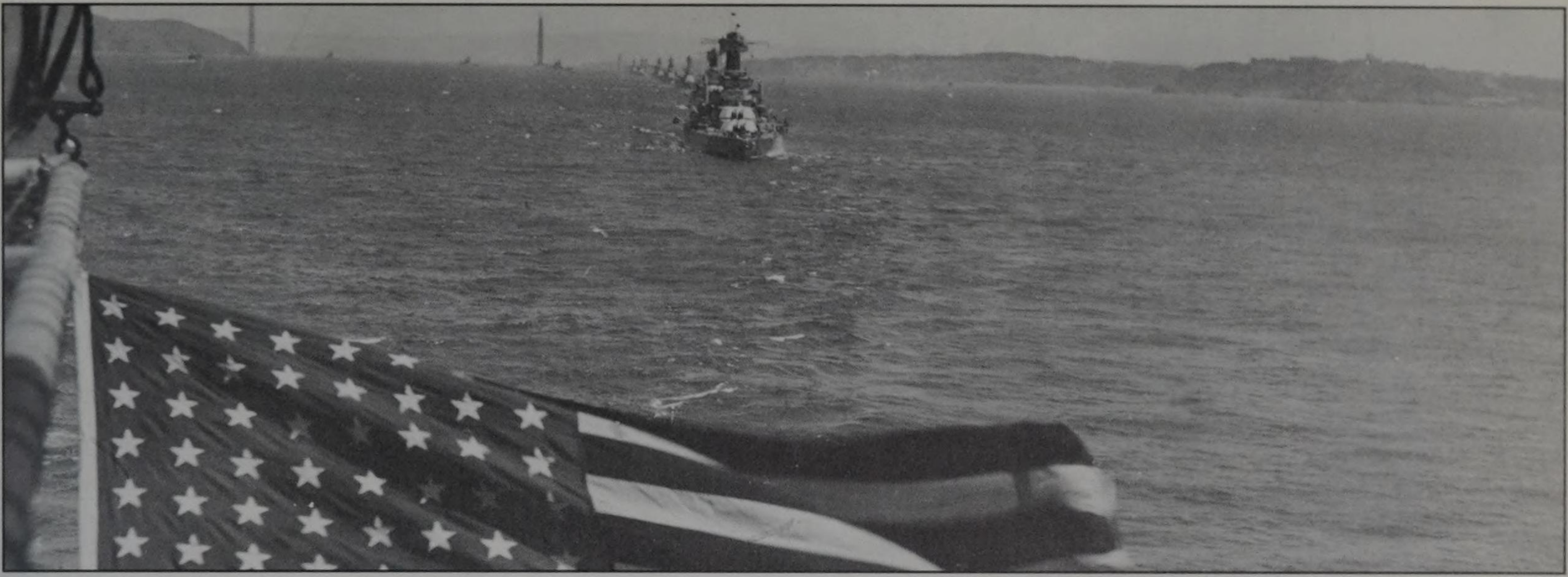
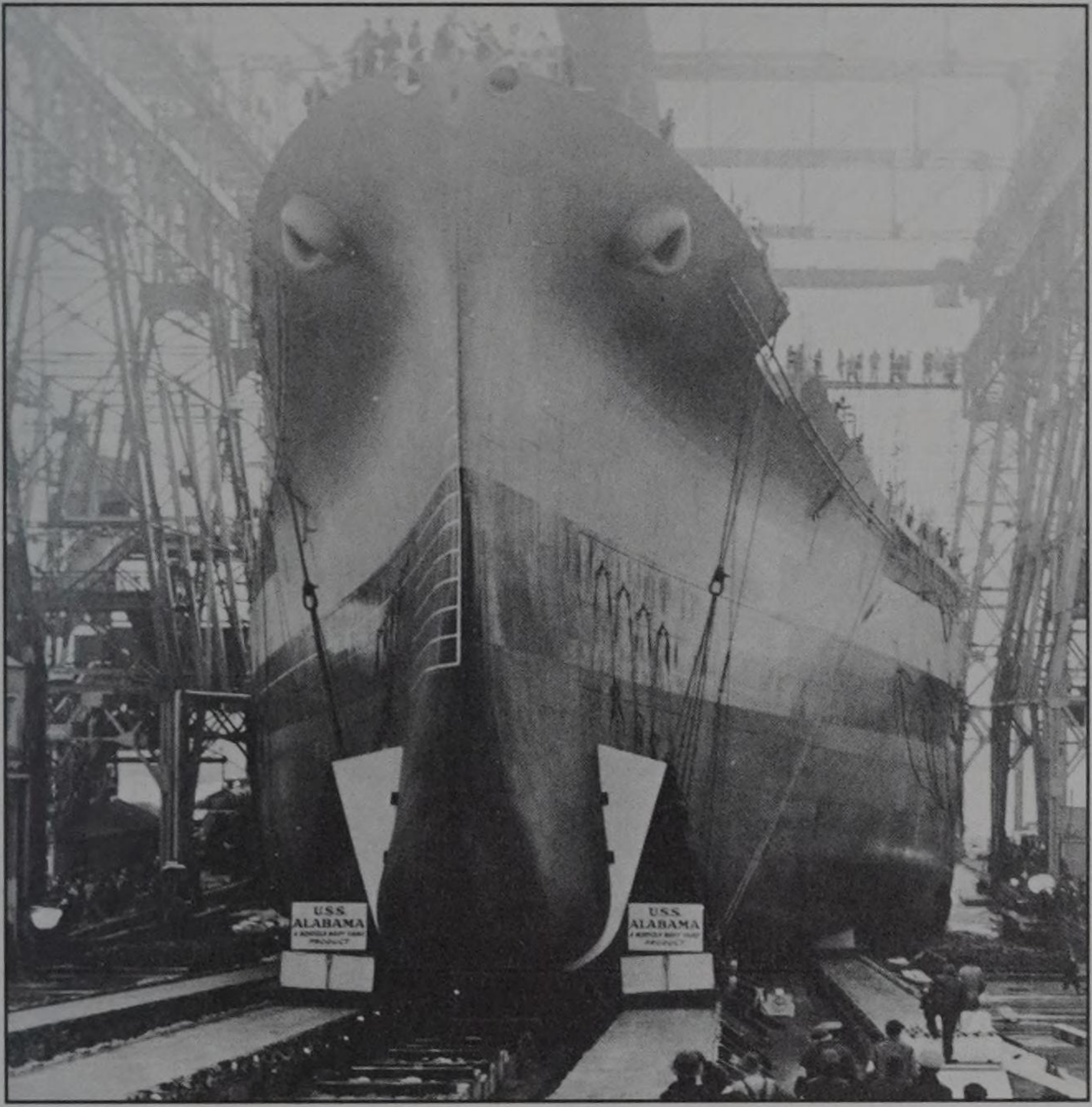
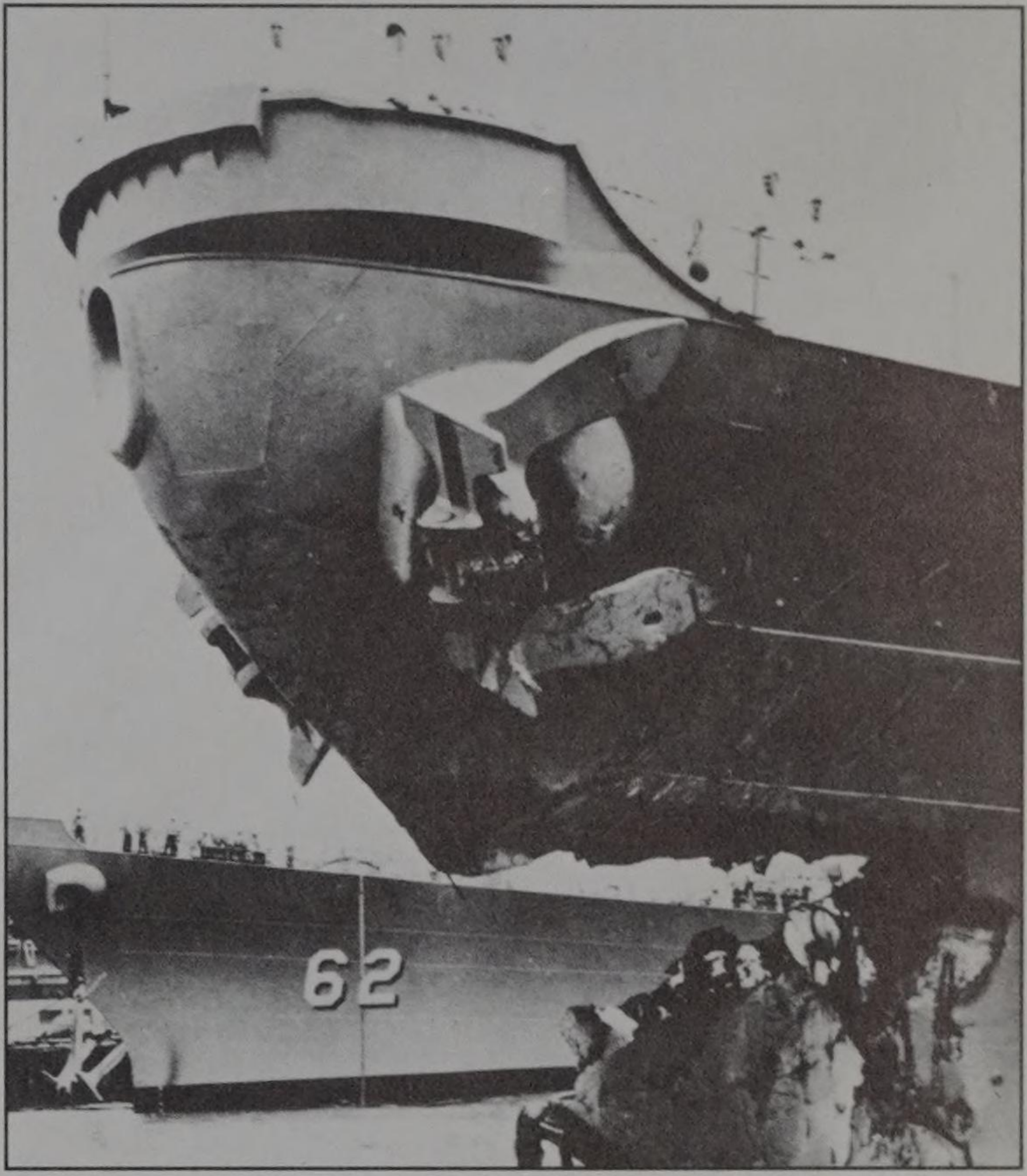


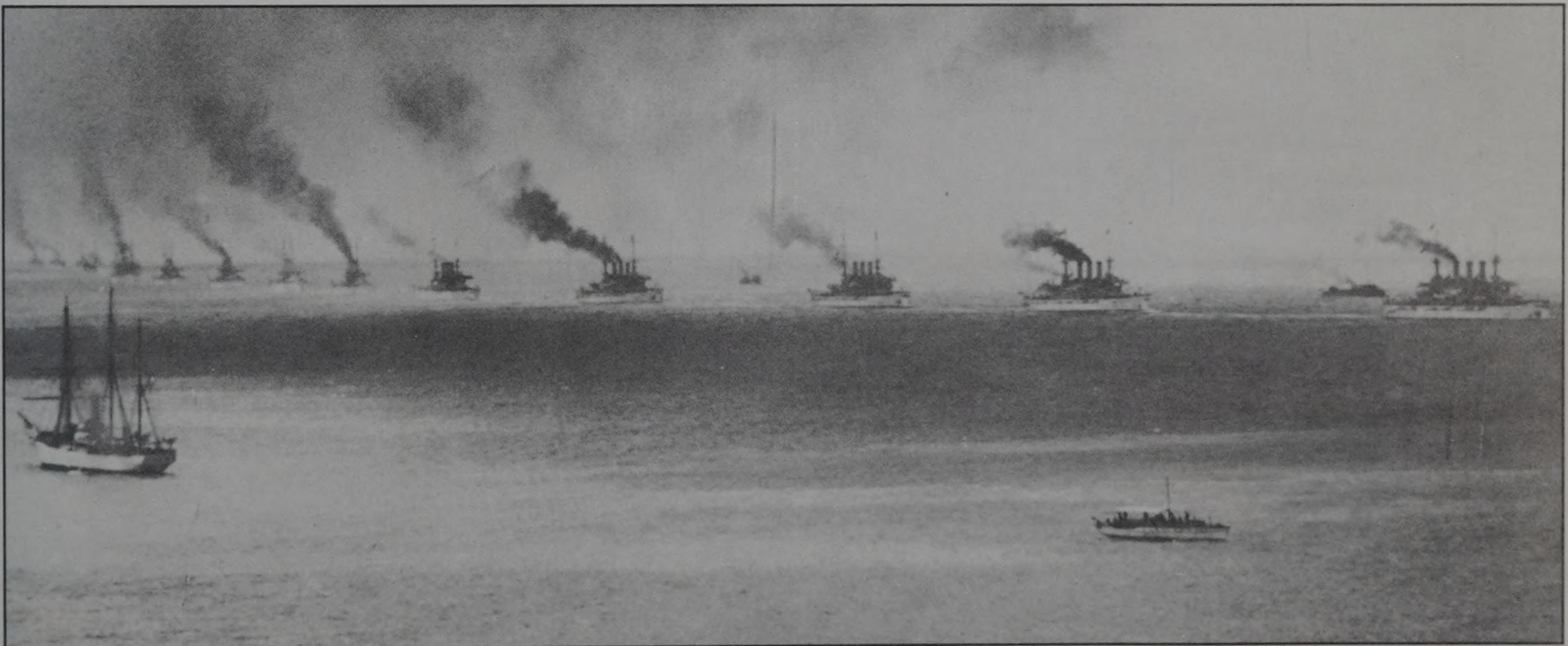
Fleet departing San Francisco for Long Beach. (Courtesy of H. Cortesi)



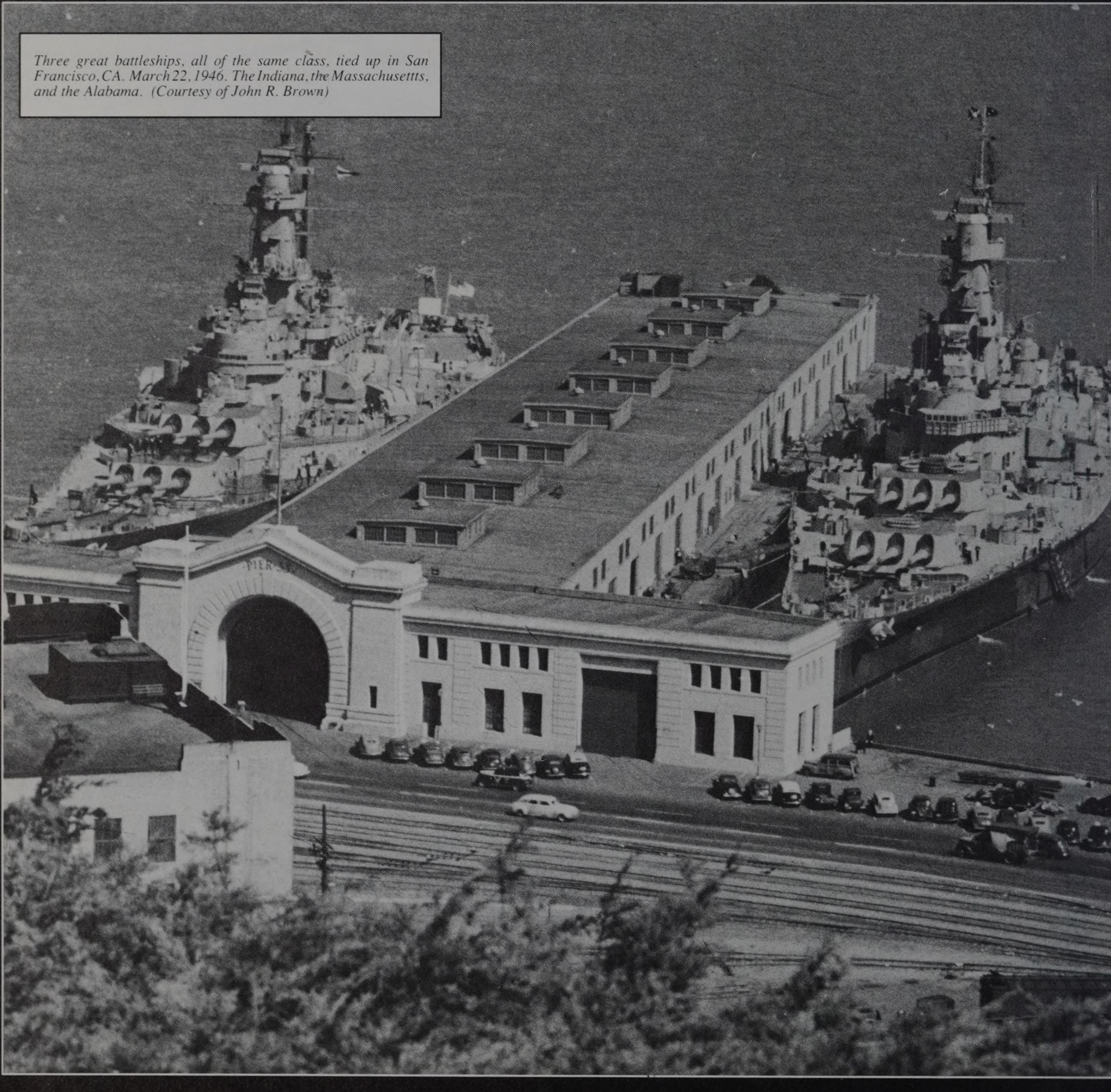
Launching of the USS Alabama (BB-60), Norfolk Navy Yard, Portsmouth, VA. Feb. 16, 1942. (Courtesy of John R. Brown)



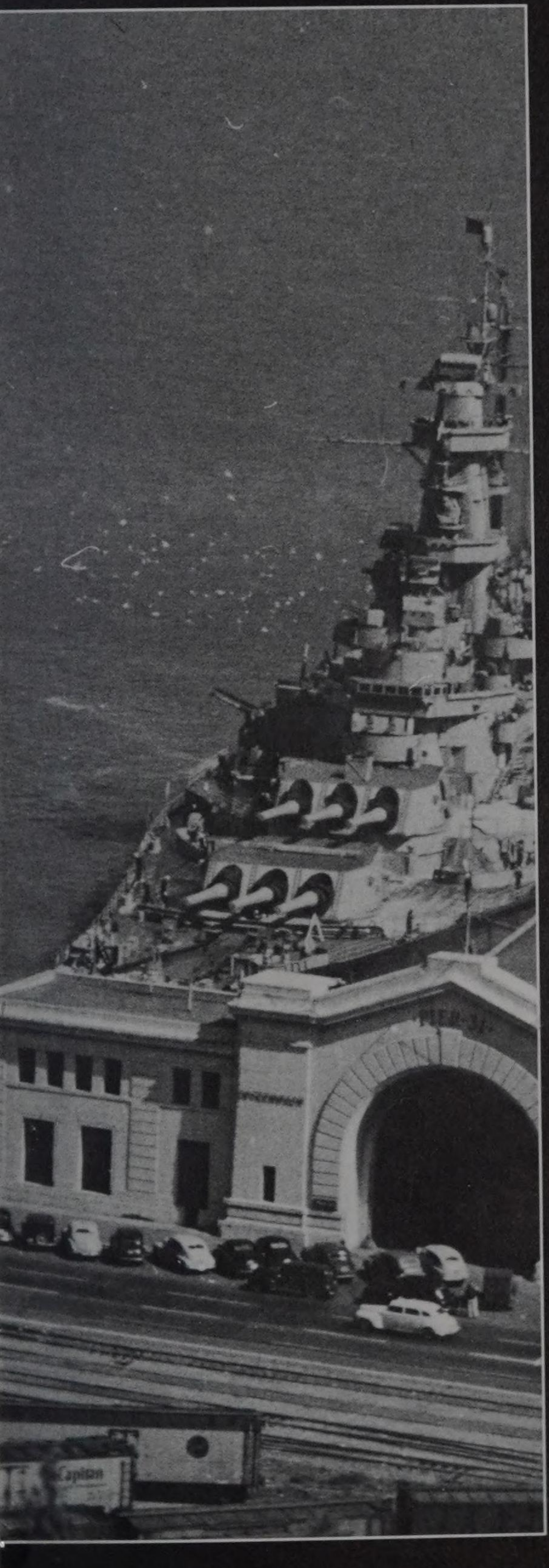
Damage to the "Whisky's" bow after collision with USS Eaton, (DDE-510), Chesapeake Bay. (Courtesy of Chuck Szerszen)



The Great White Fleet about to enter the Golden Gate in San Francisco Bay, 1908.



Three great battleships, all of the same class, tied up in San Francisco, CA. March 22, 1946. The Indiana, the Massachusettts, and the Alabama. (Courtesy of John R. Brown)



BATTLESHIP CLASSIFICATION

Once the evolution of battleship development was initiated, members of the naval community began the identification of battleships by class. The use of the term class was considered a convenient means of description for battleships constructed with similar characteristics and capabilities. The term class when prefixed by the name of a battleship, could represent one to six battleships. However, all the battleships would have in common well-defined areas of similarity. For example, the title Iowa Class battleship, even when used today, indicates a battleship with the following characteristics: displacement tonnage 45,000 tons, main armament (9) - 16-inch guns, speed 35 knots, length 887 feet 3 inches to 887 feet 7 inches, beam (width) 108 feet 2 inches, and manned by approximately 117 officers and 1800 enlisted personnel. The actual battleships with the almost identical features included the: *Iowa* (BB-61), *New Jersey* (BB-62), *Missouri* (BB-63), and *Wisconsin* (BB-64). What determined that the name Iowa was selected rather than the New Jersey or Missouri nameplate was that the keel of the *Iowa* was the first laid in the shipyard.

In a number of descriptions of World War II battles, authors often noted that an Iowa class or New Mexico class battleship was involved. The objective was to indicate the combat capabilities of a battleship rather than its particular name. It should be noted that descriptions of battleships by class is a Naval Custom. Naval personnel serving on joint military staffs had to insure that other members of the staff understood the use of class emphasized capability rather than a particular battleship. To the uninitiated, an Iowa class battleship indicated the battleship *Iowa*, even though the actual ship involved in an engagement may have been the *New Jersey* (BB-62) - an Iowa class battleship. However, there would be instances when someone using the term Iowa class battleship could be describing the *Iowa* (BB-61). In 1897 one battleship Iowa was

The USS Arkansas (BB-33) of the WYOMING Class battleship, in Guantanamo Bay, Cuba, March 1922.

constructed and classified as Iowa class. In the period 1943-44 four Iowa class battleships were constructed, and in no way were they similar to the 1897 version.

The procedure, custom, or tradition of using class did provide a means to maintain track of battleship upgrading, as America worked to keep battleship superiority.

The United States developed and constructed two second-class battleships, and was to list for construction 71 first-line battleships. On the 71 battleships listed for construction 14 were the be cancelled. Seven battleships were cancelled and construction terminated, a result of American participation in the Washington Naval Treaty of 1922. An additional seven battleships were cancelled during World War II because of changed fleet operational requirements.

There was a total of 23 battleship classes. The smallest class was the Iowa class, it consisted of only one battleship, the *Iowa* (BB-4) commissioned June 9, 1897. The largest class was the Connecticut class. This class included six battleships: *Connecticut* (BB-21), *Louisiana* (BB-19), *Vermont*(BB-20), *Kansas* (BB-21), *Montana* (BB-22),and the *New Hampshire* (BB-25). A battleship class was to average two to three battleships.

A change of designation of a new class of battleships was determined on the material upgrading of the new battleship capabilities. There was an exception, however in the Mississippi class.

The Indiana class was the first class of battleships and it included: *Indiana* (BB-1), *Massachusetts* (BB-2), and *Oregon* (BB-3). The specifications of this first battleship class were: length 350 feet, beam 69 feet, displacement, 10,288 tons, main armament; four, 13-inch 35 caliber, eight, 8-inch 35 caliber, and four, 6-inch 40 caliber guns, and secondary armaments; 20, 6-pounders, and 6, 1-pounders. This class also was equipped with six, 18-inch torpedo tubes (surface), it had a speed of 15 knots, it was fueled by 1640 tons of coal.

The first battleship modifications were made on the first Iowa class battleship. The class consisted of one battleship, the *Iowa* (BB-4). The modifications on the *Iowa* (BB-4) included; an additional 12 feet in length and 3 feet in beam, an additional 1,100 tons in displacement, and changes in main armament; four, 12-inch guns in place of four, 13-inch guns, six, 4-inch guns for four, 6-inch guns. A cage mast was incorporated in the superstructure. Because of blast problems encountered in the Indiana class main armament, the eight, 8-inch guns were placed clear of the four, 12-inch turrets.

The Kearsarge class included the: *Kearsarge* (BB-5), the only battleship not named after a state and the *Kentucky* (BB-6). The length of the battleships was increased by 13 feet and the main armaments were stacked. The mounting was two, 8-inch guns atop two, 13-inch guns fore and aft.

However, in the next class of battleships, the Illinois class, which included: *Illinois* (BB-7), *Alabama* (BB-8), and *Wisconsin* (BB-9), the stacking of the main armament guns was discontinued, and the 14 5-inch guns were removed. The Illinois class battleships were the last battleships to mount 13-inch guns.

It was during the period around the Spanish American War that the keels for the Maine class battleships were laid. This class included the: *Maine* (BB-10), *Missouri* (BB-11) and *Ohio* (BB-12). The Maine class modifications included: an increase in length to 393 feet, displacement tonnage increased to 12,846 tons, and main armament consisting of four, 12-inch 45 and 16, 6-inch 20 guns. The Maine class introduced the new placement of torpedo tubes from surface to submerged, and was the first battleship to steam at 18 knots. Furthermore, the armor protection, used to protect a battleships most valuable areas, was reduced from 16.5 inches to 12 inches. Improvements were made by increasing the hardness of steel while decreasing its weight. The new armor provided equal or greater protection than the steel used in protection for earlier battleships.

The increase in battleship length continued with the Virginia class which included: *Virginia* (BB-13), *Nebraska* (BB-14), *Georgia* (BB-15), *New Jersey* (BB-16), and *Rhode Island* (BB-17). To this class, an additional 50 feet was added, and stacked turrets were again tested. The results were much less than anticipated and the weight topside caused the battleships to roll worse than normal in adverse weather.

Stacking of the guns was finally discontinued in the construction of the Connecticut class battleship. The *Connecticut*(BB-18), *Louisiana* (BB-19), *Vermont* (BB-20), *Kansas* (BB-21), *Minnesota*(BB-22) and *New Hampshire* (BB-25) comprised the largest class in numbers of battleships. The length of the Connecticut class battleship was 456 feet, beam 76 feet, displacement of 16,000 tons, and it had a speed of 18 knots.

The Mississippi class, although authorized under the Act of 3 March 1903, which included the Connecticut class battleships, was to be built with a trial displacement tonnage of 13,000 tons. The class included the *Mississippi* (BB-23) and *Idaho* (BB-24) which were additionally reduced in length to 382 feet and to a speed of 17 knots. This was the first and last construction in which the size and capabilities of a battleship were reduced.

A return to larger ships resumed with the South Carolina class. This class introduced the use of all big guns as its main armament eight, 12-inch guns - in four, 2 gun turrets forward and aft. The number of personnel required to man the South Carolina Class battleship showed a large increase. The Indiana class had 32 officers and 441 enlisted, the South Carolina class required 51 officers and 818 enlisted.

The first class to utilize Curtis manufactured turbine engines for propulsion was the Delaware class, which included: *Delaware* (BB-28), *North Dakota* (BB-29). The new propulsion system was installed on the *North Dakota* (BB-29). The Delaware class was increased in length to 518 feet, beam to 85 feet, displacement tonnage rose to 20,380 tons and the main armament increased to 10 12-inch guns, and a designed speed of 21 knots.

The Florida class included *Florida* (BB-30) and *Utah* (BB-31) which were lengthened to 521 feet. The class displacement tonnage was raised to 21, 825 tons.

The steady increase in the battleships' length, tonnage and gun size was continued in the Wyoming class battleships. The *Wyoming* (BB-32), and *Arkansas* (BB-33) were 562 feet in length, displaced 26,000 tons and their main armament consisted of twelve, 12-inch guns. The number of personnel to run and fight the ship increased to 58 officers and more than 1,000 enlisted.

The New York class battleships demonstrated a major upgunning of battleships. The class included the *New York* (BB-34), and *Texas* (BB-35). 14-inch guns, suffering through a long period of test and evaluation finally made the grade. The New York class: 573 feet long, displaced 27,000 tons, was able to steam at 21 knots, and with the new 14-inch guns, could throw a shell weighing 1,400 pounds at an enemy. Also because of all navies "gunning up" the maximum thickness of armor was increased to 14 inches.

The switch from coal to oil first began with the Nevada class: *Nevada* (BB-36), and *Oklahoma* (BB-37). The battleships carried 2,037 tons of oil. Additionally, the thickness of the ships armor was increased to 18 inches. Battleship armor would remian at 18 inches until construction of the now current Iowa class battleships of the 1940s.

The Pennsylvania class: *Pennsylvania* (BB-38), and *Arizona* (BB-39), was to mount units main armament 12 14-inch guns. These guns were housed in four triple turrets — two forward and two aft. Displacement tonnage of the battleships rose almost 4,000 tons to 31,400 tons, and the ships designed speed was 21 knots.

The length of the New Mexico class: *New Mexico* (BB-40), *Mississippi* (BB-41), *Idaho* (BB-42) was increased to 624 feet, and displacement tonnage rounded off at 32,000 tons. The submerged torpedo tubes had been reduced from four to two, 21-inch tubes.

The Colorado class initially was to include the battleship *Washington* (BB-47). However, construction on the *Washington* was cancelled in accordance with American acceptance of the terms of the Washington Treaty of 1922. The battleships completed were: *Colorado* (BB-45), *Maryland* (BB-46), and *West Virginia* (BB-48). A change of major significance, for this class, was the introduction of new main armament. The Colorado class was to mount as its main armament eight, 16-inch guns. The Colorado class battleships were capable of throwing one-ton projectiles at an enemy. The bunker and oil capacity of this class was raised to 4,570 tons.

The battleships numbered BB49 through BB54 were all cancelled because of America signing the Washington Navy Treaty of 1922.

A slow resumption of Naval battleship construction was initiated with th*e North Caroli*na (BB-55), an*d Washingto*n (BB-56). The size of this North Carolina class was: length 728 feet, beam 108 feet, tonnage 35,000 tons, main armament nine, 16-inch guns — two triple turrets forward and one triple turret aft — a speed of 27 knots and an oil capacity of 6,583 tons. The use of torpedo tubes was discontinued with the construction of this class battleship.

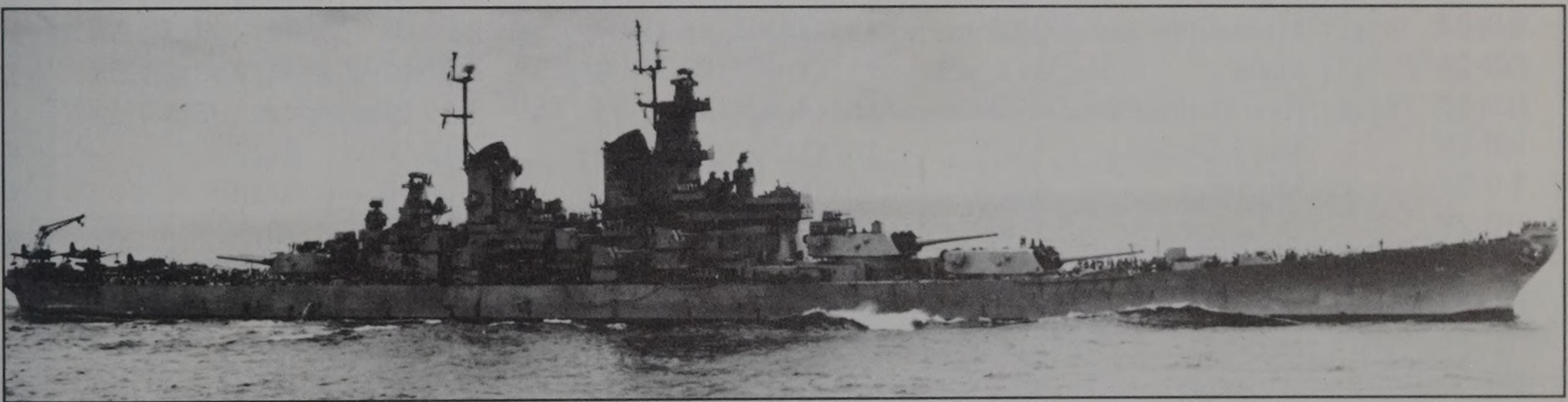
The South Dakota class: *South Dakota* (BB-57), *Indiana* (BB-58), *Massachusetts* (BB-59) and *Alabama* (BB-60), were reduced in length to 680 feet. The class had major changes in its secondary armament. The array of new secondary armament guns included a mix of: 5-inch 38, quadruple 1.1-inch, quadruple 40mm, and quadruple 20mm guns. This fire power was added to meet the increasing threat of attacking enemy aircraft, fighters, bombers, and torpedo planes.

A major increase in size and capabilities came with the construction of Iowa class battleships: *Iowa* (BB-61), *New Jerse*y (BB-62), *Missour*i (BB-63), and *Wisconsi*n (BB-64). The class had a displacement of 45,000 tons - a 10,000—ton increase and a speed of 33 knots. Currently on active service, this class has undergone a number of major weapon changes to increase and enhance its effectiveness against a complex mix of enemies using a vast array of sophisticated weapons. The Iowa class, short of the use of atomic weapons, represents the most effective weapon system available today for both accuracy and total weight of fire power it can deliver at one time on any enemy.

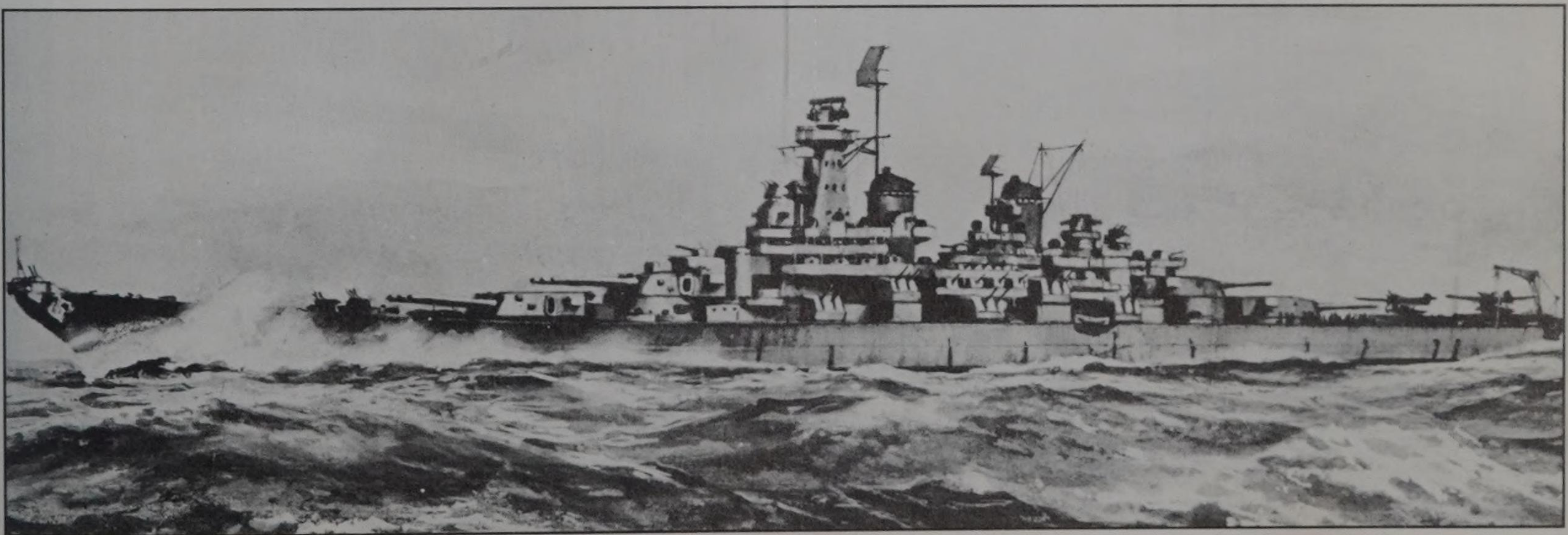
The listing of battleship by class not only presents an organized way to classify each ship but also a way to chart the advancements and improvements of battleships since their creation.

62
S NEW JERSEY

The USS New Jersey (BB-62) was part of the IOWA Class.



USS Wisconsin-BB-64.



Artist conception of the MONTANA Class Battleship (BB-67 to BB-71).

APPENDIX I

Number	Name	Length	Displacement	Keel Laid	Commissioned	Main Armament
2nd Class BB	Texas	308’10"	6,315	6-01-89	8-15-95	2x12"/6x6
2nd Class BB	Maine	319'	6,682	10-17-88	9-17-95	4x10"/6x6
BB-1	Indiana	350’11"	10,288	5-07-91	11-20-95	4x12"/8x8"/4x6
BB-2	Massachusetts	350’11"	10,288	6-05-91	6-10-96	4x12"/8x8"/4x6"
BB-3	Oregon	351’2"	10,288	11-19-91	7-15-96	4x12"/8x8"/4x6"
BB-4	Iowa	362’5"	11,410	8-05-93	6-16-97	4x12"/8x8"/6x4"
BB-5	Kearsarge1	375’4"	11,540	6-30-96	2-20-00	4x13"/4x8"/14x5"
BB-6	Kentucky	375’4"	11,540	6-30-96	2-20-00	4x13"/4x8"/14x5"
BB-7	Illinois	375’4"	11,565	2-10-97	9-16-01	4x13"/14x6"
BB-8	Alabama	374'	11,565	12-02-96	10-16-00	4x13"/14x6"
BB-9	Wisconsin	373’10"	11,653	2-09-97	2-04-01	4x13"/14x6"
BB-10	Maine	393’11"	12,846	2-15-99	12-29-02	4x12"/16x6"
BB-11	Missouri	393’11"	12,362	2-07-00	12-01-03	4x12"/16x6"
BB-12	Ohio	393’10"	12,723	4-22-99	10-04-04	4x12"/16x6
BB-13	Virginia	441’3"	14,948	5-21-02	5-07-06	4x12"/8x8"/12x6"
BB-14	Nebraska	441’3"	14,948	7-04-02	7-01-07	4x12"/8x8"/12x6"
BB-15	Georgia	441’3"	14,948	8-31-01	9-24-06	4x12"/8x8"/12x6"
BB-16	New Jersey	441’3'	14,948	4-02-02	5-12-06	4x12"/8x8"/12x6"
BB-17	Rhode Island	441’3"	14,948	5-01-02	2-19-06	4x12"/8x8"/12x6"
BB-18	Connecticut	456’4"	16,000	3-10-03	9-29-06	4x12"/8x8"/12x7"
BB-19	Louisiana	456’4"	16,000	2-07-03	6-02-06	4x12"/8x8"/12x7"
BB-20	Vermont	456’4"	16,000	5-21-04	3-04-07	4x12"/8x8"/12x7"
BB-21	Kansas	456’4"	16,000	2-10-04	4-18-06	4x12"/8x8"/12x7"
BB-22	Minnesota	456’4"	16,000	10-27-03	3-09-07	4x12"/8x8"/12x7"
BB-23	Mississippi	382'	13,000	5-12-04	2-01-08	4x12"/8x8"/12x7'
BB-24	Idaho	382'	13,000	5-12-04	4-01-08	4x12"/8x8"/12x7"
BB-25	New Hampshire	456’4"	16,000	5-01-05	3-19-08	4x12"/8x8"/12x7"
BB-26	South Carolina	452’9"	16,000	12-18-06	12-17-06	8x12"
BB-27	Michigan	452’9"	16,000	12-17-06	1-04-10	8x12"
BB-28	Delaware	518’9"	20,380	11-11-07	4-04-10	10x12"
BB-29	North Dakota	518’9"	20,000	12-16-07	4-11-10	10x12"
BB-30	Florida	521’6"	21,825	3-09-09	9-15-11	10x12"
BB-31	Utah	521’6"	21,825	3-15-09	8-31-11	10x12"
BB-32	Wyoming	562"	26,000	2-09-10	9-25-12	12x12"
BB-33	Arkansas	562"	26,000	1-25-10	9-17-12	12x12"
BB-34	New York	573"	27,000	9-11-11	4-15-14	10x14"
BB-35	Texas	573"	27,000	4-17-11	3-12-14	10x14"
BB-36	Nevada	583"	27,500	11-04-12	3-11-16	10x14"
BB-37	Oklahoma	583"	27,500	10-26-12	5-02-16	10x14"
BB-38	Pennsylvania	608"	31,400	10-27-13	6-12-16	12x14"
BB-39	Arizona	608"	31,400	3-16-14	10-17-16	12x14"
BB-40	New Mexico	624"	32,000	10-14-15	5-20-18	12x14"
BB-41	Mississippi	624"	32,000	4-05-15	12-18-17	12x14"
BB-42	Idaho	624"	32,000	1-20-15	3-24-19	12x14"
BB-43	Tennessee	624’6"	32,300	5-14-17	6-03-20	12x14"
BB-44	California	624’6"	32,300	10-25-16	8-10-21	12x14"

APPENDIX I

Number	Name	Length	Displacement	Keel Laid	Commissioned	Main Armament
BB-45	Colorado	624'6"	32,600	5-29-19	8-20-23	8x16"
BB-46	Maryland	624'	32,600	4-24-17	7-21-21	8x16"
BB-47	Washington **2**	624'	32,600	6-30-19	Construction Cancel 2-08-22	
BB-48	West Virginia	624'	32,600	4-12-20	12-01-23	8-16"
BB-49	South Dakota	624'	32,600	3-15-20	Construction Cancel 2-08-22[2]	
BB-50	Indiana	624'	32,600	11-01-20	Construction Cancel 2-08-22[2]	
BB-51	Montana			9-01-20	Construction Cancel 2-08-22[2]	
BB-52	North Carolina			1-12-20	Construction Cancel 2-08-22[2]	
BB-53	Iowa			5-17-20	Construction Cancel 2-08-22[2]	
BB-54	Massachusetts			4-04-21	Construction Cancel 2-08-22[2]	
BB-55	North Carolina	728'9"	35,000	10-27-37	4-09-41	9x16"
BB-56	Washington	729'	35,000	6-01-38	5-15-41	9x16"
BB-57	South Dakota	680'	35,000	7-05-39	3-20-42	9x16"
BB-58	Indiana	680'	35,000	11-20-39	4-30-42	9x16"
BB-59	Massachusetts	680'10"	35,000	7-20-39	5-12-42	9x16"
BB-60	Alabama	680'	35,000	2-01-40	8-16-42	9x16"
BB-61	Iowa	887'3"	45,000	2-27-40	2-22-43	9x16"
BB-62	New Jersey	887'7"	45,000	9-16-40	5-23-43	9x16"
BB-63	Missouri	887'3"	45,000	1-06-41	6-11-44	9x16"
BB-64	Wisconsin	887'3"	45,000	1-25-41	4-16-44	9x16"
BB-65	Illinios	887'3"	45,000	1-15-45	Construction Cancel 8-12-45	
BB-66	Kentucky	887'3"	45,000	12-06-44	Construction Cancel	
BB-67	Montana	925'	60,500	Construction Cancel		12x16" 7-21-43
BB-68	Ohio	925'	60,500	Construction Cancel		12x16" 7-21-43
BB-69	Maine	925'	60,500	Construction Cancel		12x16" 7-21-43
BB-70	New Hampshire	925'	60,500	Construction Cancel		12x16" 7-21-43
BB-71	Louisiana	925'	60,500	Construction Cancel		12x16" 7-21-43

1 Only battleship not named after a state, done by an Act of Congress.

2 Construction cancelled in accordance with the Washington Naval Treaty 1922.

USS *Maine* 2nd Class BBs - no numbers
USS *Texas*

USS *Indiana* (BB-1)
USS *Indiana* (BB-58)

USS *Massachusetts* (BB-2)
USS *Massachusetts* (BB-59)

USS *Iowa* (BB-4)
USS *Iowa* (BB-61)

USS *Alabama* (BB-8)
USS *Alabama* (BB-60)

USS *Wisconsin* (BB-9)
USS *Wisconsin* (BB-64)

USS *Maine* (BB-10)
USS *Maine*

USS *Missouri* (BB-11)
USS *Missouri* (BB-63)

USS *New Jersey* (BB-16)
USS *New Jersey* (BB-62)

USS *Mississippi* (BB-23)
USS *Mississippi* (BB-41)

USS Idaho (BB-24)
USS Idaho (BB-42)

USS Texas (BB-35)
USS Texas

APPENDIX II

AMERICAN BATTLESHIP LIST BY CLASS

	TEXAS CLASS:	
	MAINE CLASS:	
BB-1	INDIANA CLASS:	Massachusetts (BB-2), Oregon (BB-3)
BB-4	IOWA CLASS:	
BB-5	KEARSARGE CLASS:	Kentucky (BB-6)
BB-7	ILLINOIS CLASS	Alabama (BB-8), Wisconsin (BB-9)
BB-10	MAINE CLASS:	Missouri (BB-11), Ohio (BB-12)
BB-13	VIRGINIA CLASS:	Nebraska (BB-14), Georgia (BB-15), New Jersey (BB-16), Rhode Island (BB-17)
BB-18	CONNECTICUT CLASS:	Louisiana (BB-19), Vermont (BB-20), Kansas (BB-21), Montana (BB-22), New Hampshire (BB-25)
BB-23	MISSISSIPPI CLASS:	Idaho (BB-24)
BB-26	SOUTH CAROLINA CLASS:	Michigan (BB-27)
BB-28	DELAWARE CLASS:	North Dakota (BB-29)
BB-30	FLORIDA CLASS:	Utah (BB-31)
BB-32	WYOMING CLASS:	Arkansas (BB-33)
BB-34	NEW YORK CLASS:	Texas (BB-35)
BB-36	NEVADA CLASS:	Oklahoma (BB-37)
BB-38	PENNSYLVANIA CLASS:	Arizona (BB-39)
BB-40	NEW MEXICO CLASS:	Mississippi (BB-41), Idaho (BB-42)
BB-45	COLORADO CLASS:	Maryland (BB-46), Washington (BB-47) CANCELLED West Virginia (BB-48)
BB-49	SOUTH DAKOTA CLASS:	BB-50, BB-51, BB-52, BB-53, BB-54, CANCELLED
BB-55	NORTH CAROLINA CLASS:	Washington (BB-56)
BB-57	SOUTH DAKOTA CLASS:	Indiana (BB-58), Massachusetts (BB-59), Alabama (BB-60)
BB-61	IOWA CLASS:	New Jersey (BB-62), Missouri (BB-63), Wisconsin (BB-64), Illinois (BB-65) CANCELLED, Kentucky (BB-66) CANCELLED
BB-67	MONTANA CLASS:	(BB-68-71) CANCELLED

"SHE SAILS AGAIN"

The vast oceans of this planet called Earth had been the home of many ships, all great ones I am sure. This ship I talk about is truly a special ship. Not only to me, but to all her ex-crew members, with special mention of her plankowners who brought her power to life. The emotions of these men of the sea were charged with love and pride, for she was theirs and they were her's. They loved her. They feared for her safety, for these were the war years. They had to steer her in harms way to defend the land and the people who gave birth to her. Her only mission was to help bring peace.

I anxiously await the opportunity to see her great bow gracefully pass through the waves of the oceans again, with powerful engines, the might of her guns and majestic silhouette on the horizons, she truly is a most beautiful sight to behold. For she and her sisters, when looked upon, fills the heart with pride. She is a queen amongst queens. A regal crown she does not wear, only a gray covering to protect her mighty armor. Time has stood still for these queens for many years. Their fate was an undecided one. A longing spirit to live again was all these queens hoped for. The men of the sea, who sailed on them, had a fear from a different enemy, politicians and scrap dealers. For them scrapping great ships of this kind was the order of the day. From the land the voices were heard, "Where are the queens of the ocean?" "Where are they hidden?" more voices asked. The eyes of many were filled with sadness for these queens had been put to rest and all but forgotten – only the men of the sea remembered.

The politicians said budgets, money, forgetting the people of their land. They wanted to be heard, but no one asked. Soon other voices were heard. A rebirth of queens was heralded to be, and now all the sisters have life again. These mighty queens of the oceans, may God and the people that gave them birth preserve them. The coming history will not allow these queens again. There will never be a birth as these again, so and again I say in years to come let the voices, yours and all others, be heard. Preserve our history with love and pride for these queens for the coming generations. Let them see what we have seen with our eyes and hear the stories from the men of the sea, who saw and sailed these majestic queens, giants of the ocean. Americans will always support a true cause, especially where it's part of their history. Just ask them. There is a special queen to me and many others, whose rebirth we await, for she is special to us. Being the last has made it more worthwhile for this will complete the story. She has the power within her waiting to awaken from the echoes through her passageways. "Man your battlestations." This gentle rolling lady of the sea is not to be ignored. For her unleashed power can bring death and destruction to the ones who threaten her safety. Her mighty guns roar saying, "Listen to me! I am here to defend this land that gave me birth." She is a super dreadnaught for peace with a power to convince just by her quiet presense. This 'she' I have spoken about is call Wisconsin. She and her new crew, may God bless them and steer her not in harms way but in safety, forever across gentle oceans to safe harbors. This is wished from the hearts of the men of the sea, who sailed with her help in another time of history. For the land and people that gave her birth. May she live in the hearts of all.

Forever God bless her and her crew.

Written by Charles"Chuck" Szerszen, Seaman Second Division
USS *Wisconsin* (BB-64) April 1955 - March 1958
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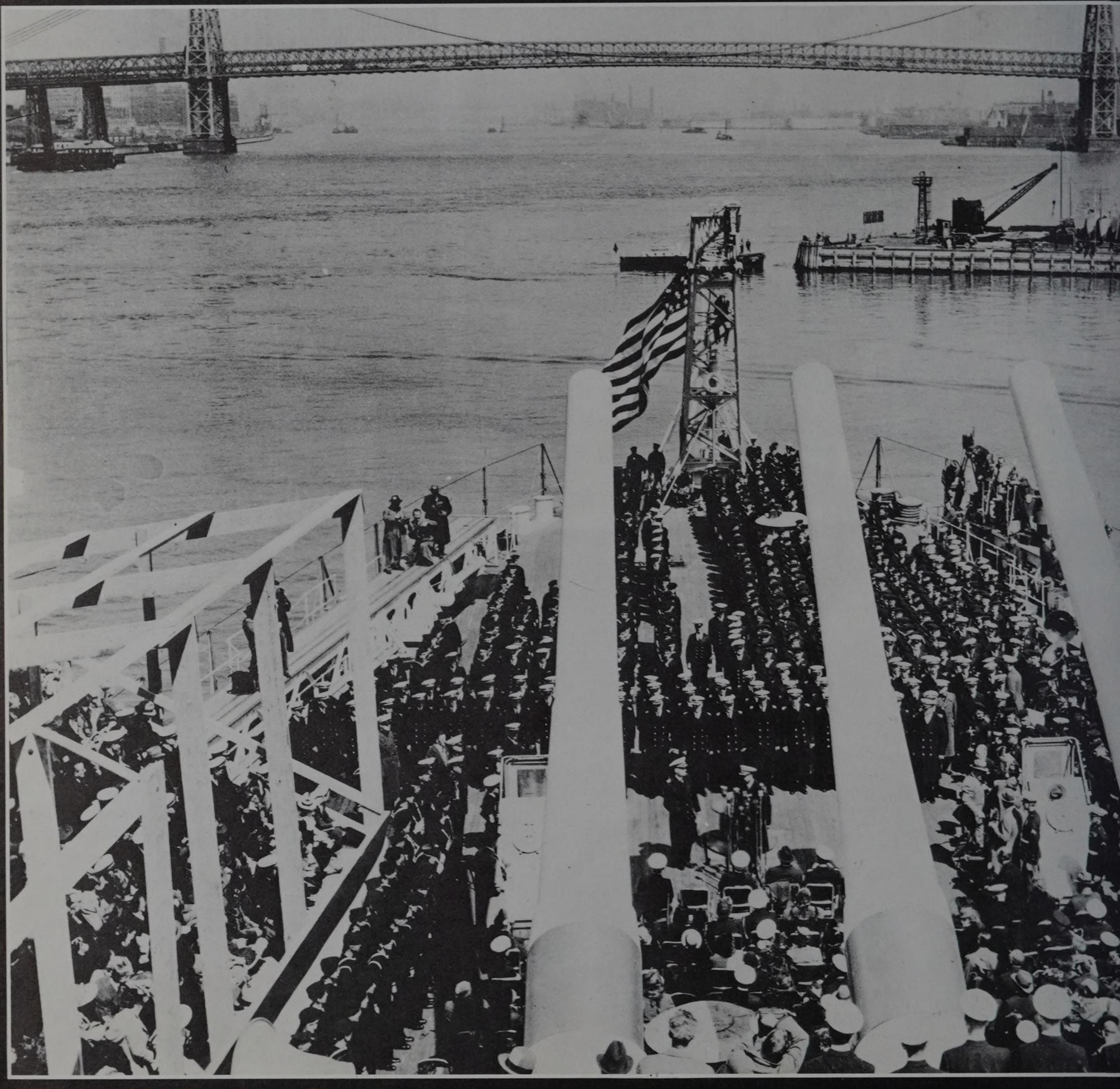
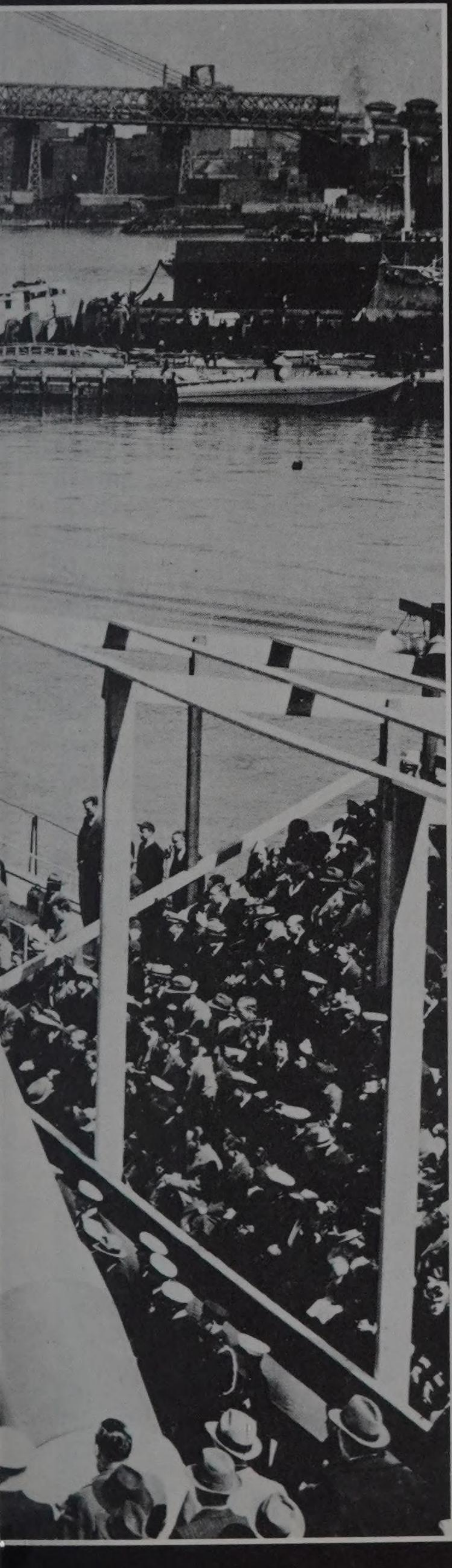




SHIPS' HISTORIES

USS *ALABAMA* (BB-60)

The first *Alabama* (BB-8) was built by the William Cramp and Sons Ship and Engine Building Company in Philadelphia, PA. Her keel was laid 2 December 1896 and she was launched 18 May 1898 under the sponsorship of Miss Mary Morgan, daughter of Senator J. T. Morgan of Alabama. The battleship was commissioned in the Philadelphia Navy Yard 16 October 1900 with Captain W. H. Brownson, USN, in command.

Alabama (BB-8) had a length overall of 374 feet; extreme beam, 72 feet, 3 inches; normal displacement, 11, 565 tons; mean draft, 23 feet, 6 inches; designed speed, 16 knots, and a designed complement of 40 officers and 496 men. She was originally armed with four, 13-inch .38 caliber guns; 14, 6-inch .40 caliber guns; 16, 6-pounders; six, 1-pounders; four, .30 caliber guns and four, 18-inch surfaced torpedo tubes. The maximum thickness of her armor was 16.5 inches.

On completion of spring maneuvers out of Guantanamo Bay, Cuba, 15 May 1904, *Alabama* set course for Lisbon.

Following upkeep at New York and Philadelphia, *Alabama* trained in waters out of ports of Florida and Cuba. She made her first visit to the U.S. Naval Academy, arriving in Annapolis Roads, Maryland, 30 October 1905.

The winter was occupied with maneuvers off Cuba, where *Alabama* landed part of her crew to protect lives and property during disturbances 11-16 February 1907. She returned to Hampton Roads 15 April. After taking position, she entered the New York Naval Yard 14 June to prepare for the world cruise of "The Great White Fleet."

Alabama was recommissioned 1 July 1912 and navigated the New England seaboard in tactics with the Atlantic Fleet until 10 September when she again was placed in first reserve at New York. Soon thereafter she was taken to join Atlantic Reserve Fleet units at Philadelphia. On 25 June 1913 she departed for Baltimore, Maryland. She reached that port 27 June to serve as a training ship for Naval Militia of the District of Columbia and Maryland. After this, she arrived at New York 10 July to embark New York Naval Militia for a cruise back to Bermuda. She then operated out of Newport in waters ranging south to Norfolk, making short training voyages for the Naval Militia of the States. On 2 September *Alabama* debarked the Indiana militia and was placed in ordinary, at Philadelphia, 31 October. She rejoined the Atlantic Reserve Fleet 1 July when she departed for neutrality guardship duty at Hampton Roads until 10 April. Returning to Philadelphia, she remained in reserve until recommissioned 5 April 1917.

Throughout World War I, the *Alabama* trained thousands of gunnery and engineering recruits for service as armed guard on merchant ships as well as on Navy fighting ships. She was decommissioned 7 May 1920 and was transferred to the War Department, 15 September 1921, for use as a target during bombing experiments by U.S. Army Aviators on 27 September. During those experiments, *Alabama* was sunk in Chesapeake Bay, about six miles off Tangier Island. Under an agreement with the War Department, her hulk was raised; and in June 1928 she was in dry dock at the Union Shipbuilding Company in Baltimore, where she was cut up for scrap metal.

The keel of the second Alabama (BB-60) was laid in the Norfolk Navy Yard 1 February 1940. She was launched 16 February 1942 under the sponsorship of Mrs. Lister Hill, wife of U.S. Senator Hill of Alabama.

Alabama (BB-60) had a length overall of 680 feet; extreme beam, 108 feet, 2 inches; standard displacement, 35,000 tons; mean draft, 29 feet, 3 inches; designed speed, 27 knots, and a designed complement of 115 officers and 1,678 men. She was originally armed with nine, 16-inch .45 caliber guns; 20, 5-inch .38 caliber guns; six quadruple 40-mm. anti-aircraft mounts and 22, 20-mm. anti-aircraft guns. She had two catapults aft and the maximum thickness of her armor was 18 inches.

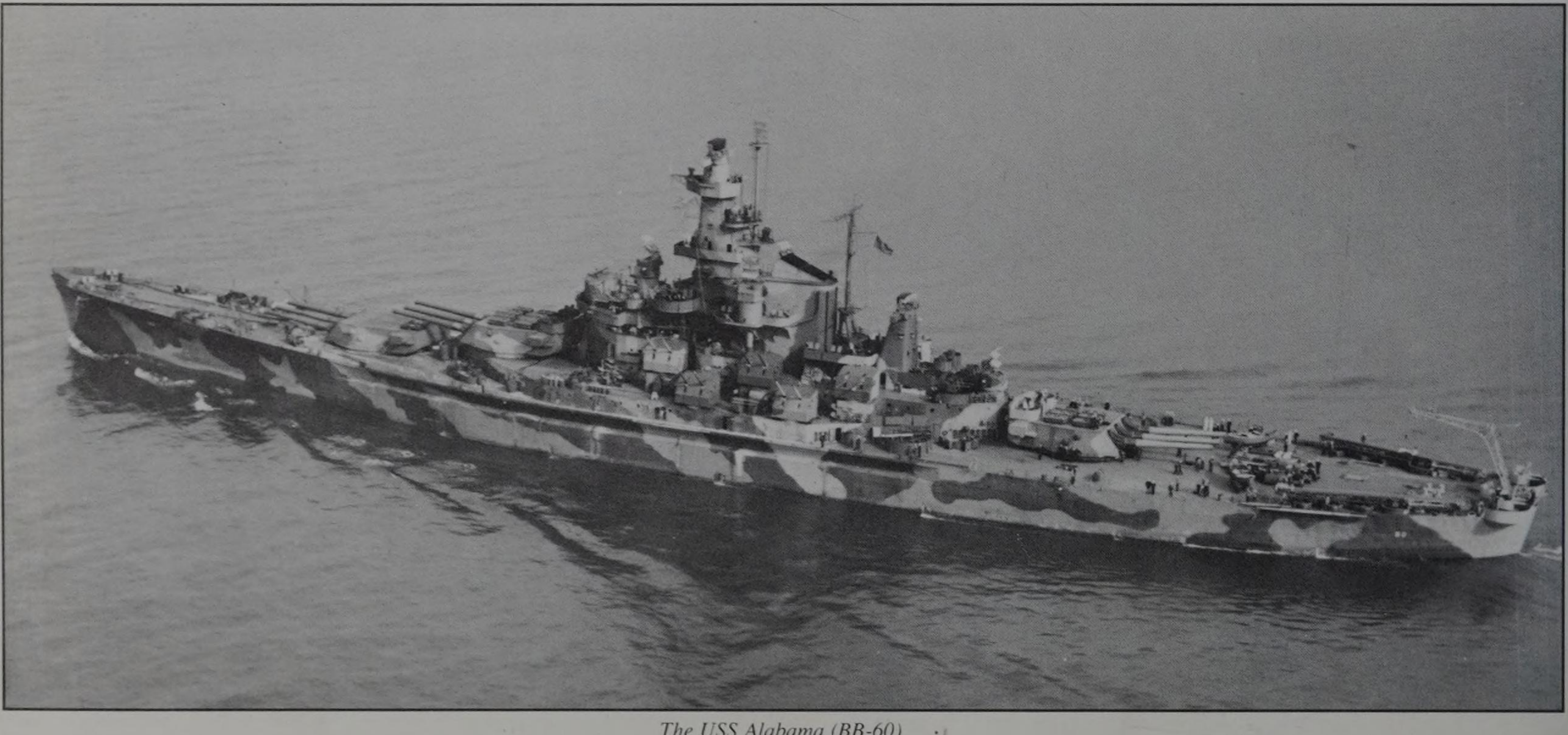
Alabama departed the Norfolk Navy Yard 11 November 1942 to commence shakedown training in Chesapeake Bay and up the eastern seaboard to Casco Bay, Portland, ME. There, 24 March 1943, she became a unit of Task Force 22 under Rear Admiral Alva D. Bernhard in aircraft carrier *Ranger*. After North Atlantic Patrol reaching to Argentia, Newfoundland, she departed that port 12 May as a unit of Task Force 61 under Rear Admiral O. M. Hustvedt in *South Dakota*.

With a screen of five destroyers the two battleships set course for Scapa Flow, Orkney Islands, arriving 19 May for duty with the battle fleet of the British Home Fleet. *Alabama* detached from duty with the British Battlefleet 1 August 1943, forming Battleship Division Nine with *South Dakota*, as course was set from Scapa Flow for Norfolk where *Alabama* arrived 9 August.

Alabama stood out of Hampton Roads 20 August, enroute with *South Dakota* via the Panama Canal for Havannah Harbor, Efate Island, New Hebrides Islands. She reached her destination 14 September, reporting for duty to Rear Admiral Willis A. Lee, commanding battleships, Pacific Fleet, in flagship *Washington*.

On 11 November *Alabama* sortied from Nandi, Fiji Islands, with three other battleships and destroyer screen which rendezvoused with the expeditionary fleet bound for the Gilbert Islands. She became part of the screen for the *Yorktown* Carrier Task Group. Direct support of ground forces continued 23 November as Betio, Tarawa Atoll and Makin were declared secured. Three days later she joined the screen of the *Bunker Hill* Carrier Task Group with battleships *Washington* and *South Dakota*. That night, 26 November, *Alabama* twice opened fire to drive off enemy aircraft that approached her formation. Her carrier task group continued air and surface protection for ground forces in the Gilberts during the following days.

Alabama was the fifth battleship in a column that closed and bombarded Nauru Island on the morning of 8 December. After sending



The USS Alabama (BB-60)

535 exploding shells into enemy strongpoints there, she took destroyer *Boyd* alongside to receive and treat three men injured when that ship had received a direct hit from Nauru shore batteries. After helping the carriers *Bunker Hill* and *Monterey* back to the New Hebrides Islands, *Alabama* received nine Japanese prisoners of war at Efate and departed 9 January 1944 for Peal Harbor. She entered that port 12 January for replacement of her port outboard propeller. Four days later she was enroute to Funa Futi, Ellice Islands, arriving 21 January to become a screening unit of the *Essex* Carrier Task Group 58.2 preparing for the capture and occupation of the Marshall Islands.

At 1057 hours on 30 January, *Alabama* opened up in a surface bombardment that caused heavy explosions and large fires on Namur. Huge quantities of fuel and ammunition were destroyed on Roi. In the following days *Alabama* patrolled the area north of Kwajalein Atoll to protect the *Essex* Carrier Task Group from enemy sea and air attacks.

On 12 February *Alabama* sortied with the *Bunker Hill* Carrier Task Group of Admiral Mitscher's Fast Carrier Striking Force which blasted the "impregnable" Japanese Fleet base off Truk Atoll in the Carolines during 16-17 February. Of an estimated 55 enemy ships at Truk, about eight to 10 ships were all that remained undamaged. A total of 211 enemy planes were destroyed and another 104 greatly damaged. Retiring from Truk, *Alabama* was in the screen of carriers approaching the Marianas the night of 21 February when she open fired on an enemy aircraft approaching her formation. Her 5-inch Mount Number 9 was fired while in stops, accidentally detonating into Mount Number 5 and killing five men; 11 were injured. From then on, *Alabama* helped fight off intermittent attacks by low-flying Japanese planes and two dive bombers. Three planes taken under fire by *Alabama* were seen to crash.

The battleship gave protection to the carriers the morning of 22 February as they launched strikes for Saipan, Tinian and Guam, sinking and damaging enemy ships, destroying hostile aircraft and bombarding shore installations. *Alabama* returned to Majuro Atoll 26 February and stood out of Majuro Lagoon with Rear Admiral Mitscher's Fast Carrier Striking Force 22 March, forming in the screen of the *Yorktown* carrier group which launched air strikes against the Palau Islands. On the approach to Palaus, on 29 March, approximately six enemy planes approached *Alabama's* carrier group. Four attacked in her vicinity and her gunners splashed one into the sea; three others met a similar fate from the combined fire of surface ships.

Alabama returned to Majuro Lagoon 6 April to replenish, then departed, 13 April, en route with Task Force 58 in the screen of the famed *Enterprise* (CV-6). Commencing 21 April, enemy airfields and defensive positions were hard hit at Hollandia, Wakde, Sawar, and the Sarmi areas of New Guinea. After covering the landing operations in the area of Hollandia, *Alabama* guarded her carriers for strikes against Truk, 29-30 April. Next she joined with *South Dakota* to bombard Ponape, Caroline Islands. Her fire was directed against coast defense guns, airfields and installations. Many fires were started on Langar Island and several salvos landed in the waterfront warehouse district at Ponape Town. She also hit anti-aircraft guns and installations on Peram Island. The battleship was back in Majuro Lagoon on 4 May to prepare for the invasion of the Marianas Islands.

On 6 June *Alabama* departed Majuro with the *Enterprise* Carrier Task Group en route for the Marianas with the Fast Carrier Striking Force. Alabama opened fire to to drive off enemy planes. On 13 June she joined in a six-hour pre-invasion bombardment to cover mine-sweeping operations and to destroy coast defense batteries, field artillery emplacements and other defensive installations on northwest Saipan. Her air spotters reported that *Alabama* salvos caused great destruction and fires in Garapan Town.

Next the *Alabama* formed with other battleships, cruisers and destroyers, fanning out to cover the carriers against both surface and aerial attacks at Saipan. For five hours, repeated Japanese aerial raids were launched against the Carrier Task Force but American fighter-pilot interceptions shot down most of the enemy planes at some distance from the formation.

In the first raid that approached *Alabama*'s formation, only two managed to penetrate and attack *South Dakota*. One hour later a second wave, largely torpedo bombers, closed in. The 5-inch guns of *Alabama* discouraged two enemy torpedo planes. The intense concentration involved in repulsing these two allowed another dive-bomber to approach *Alabama* undetected.

Commencing 21 June 1944 *Alabama* continued patrols around the Marianas to protect landing forces on Saipan Island from enemy attack by sea and air. Carriers of her task group struck enemy aircraft, shipping and shore installations on Guam, Tinian, Rota and Saipan. She returned to Eniwetok Atoll 9 July and became the flagship of Rear Admiral E. W. Hanson, commanding Battleship Division Nine. On the 14th, she put to sea with the *Bunker Hill* Carrier Task Group for pre-invasion assaults, and to support Marine landings on Guam, on 21 July.

Alabama returned to Eniwetok 11 August and departed 30 August in the screen of the *Essex* Carrier Task Group to support the seizure of the Japanese-held islands of Palau, Ulithi and Yap in the Caroline Islands. *Alabama* then set course to protect carriers launching strikes 12-14 September against aircraft, shipping and installations on the Philippine Islands of Cebu, Leyte, Bohol and Negros. *Alabama* continued with the fast carriers to destroy the enemy in the Central Philippines before entering the huge fleet base at Ulithi. There, 5 October, Admiral Hanson transferred his flag from *Alabama* to *South Dakota*.

On the next day, *Alabama* sailed with Vice Admiral John S. McCain's Fast Carrier Task Force 38. In the screen of the *Essex* Carrier Task Group, she protected the carriers that hit Japanese air power and shipping at Okinawa, the Pescadores and Formosa. As she retired from the latter island to strike at Luzon 14 October, her guns opened up on planes attacking her formation. Three of the attackers were shot down and a fourth damaged. Strikes began on Leyte 18 October and continued in support of the landing operations there 20 October.

As heavy units of the Japanese Fleet advanced upon the Philippines in a three-pronged movement 24 October, *Alabama* joined the screen of the *Enterprise* Carrier Task Group to the area off Surigao Strait. The fast carriers struck hard at the powerful Japanese Southern Gorce heading for Surigao Strait, then moved north to attack the powerful Japanese Central Force heading for San Bernardino Strait. After reports were received of a third Japanese Force, *Alabama* sped with Admiral Halsey's fast carriers and battleships to close with Japanese carriers off Cape Engano.

Alabama immediately reversed course for Samar but the Center Force was speeding for Japan by the time she reached the scene. She then joined the protective screen for the *Essex* Carrier Task Group to hit enemy ground and naval forces in the Central Philippines before retiring to Ulithi 30 October for replenishment. The next day *Alabama* was detached from Battleship Division Nine and assigned to Battleship Division Eight.

On 2 November *Alabama* sailed to join the screen of the *Hornet* Carrier Task Group for strikes against the Northern Luzon-Manila areas, 5 November. She then rearmed at Ulithi prepatory to the Third Fleet support of invasion forces that would land on Mindoro in mid-December.

Alabama departed Ulithi 10 December with the fast carriers for preliminary strikes on Luzon airfields, from which the Mindoro invasion force might be threatened.

Alabama touched Ulithi 24-26 December, then set course by way of Pearl Harbor for the Puget Sound Naval Shipyard, arriving 12 January 1945 for overhaul. This was completed by 17 March when she departed for refresher training tour of San Diego. She stood out of the latter port 4 April, en route via Pearl Harbor for Ulithi, Caroline Islands, arriving there 28 April.

The battleship reported for duty to Vice Admiral Marc A. Mitscher, commanding Fast Carrier Task Force 58, forming with the *Enterprise* Carrier Task Group. Departing Ulithi 9 May, she set course for Okinawa to support the advance of ground troops that had invaded that last stepping stone to Japan on 1 April. While striking Kyushu the morning of 14 May, a lone suicide plane taken under fire by *Alabama* climbed into cloud cover, then dived out to crash the *Enterprise*. More enemy planes headed for the formation but many were shot down by American fighters, however, a few got through. Two were destroyed by *Alabama* and she assisted in shooting down another.

At dawn, 10 June, *Alabama* bombarded southern and eastern coastal Japanese installations on Minami Diato Shima. She entered San Pedro Bay 13 June with Admiral Halsey's Third Fleet preparatory to stage a strike at Japan.

On 8 July *Alabama* departed the exercise area off San Pedro Bay to rendezvous with the *Randolph* Carrier Task Group. With the Fast Carrier Forces, on 10 July 1945 they took Tokyo by surprise. Four days later, the fast carriers launched sorties against northern Honshu and Hokkaido from a mere 80 miles off shore. Simultaneously, and for the first time, a naval gunfire force wrought destruction on a major installation within the home islands of Japan. *Alabama* protected carriers during these bombardments. On the night of 18-19 July she joined the fast battleships and heavy units of the British Pacific Fleet to bombard six major industrial plants at Hitachi, about eight miles northeast of Tokyo. When destroyer *Borie* was hit by a suicide plane 9 August, *Alabama* transferred to a medical party to destroyer *Ault* which carried it to render medical aid to *Borie* on her distant picket station.

On 12 August Rear Admiral J. F. Shafroth, Commander, Battleship Squadron Two, left *South Dakota* and boarded the *Alabama*. Air strikes launched for the Tokyo Plains were recalled 15 August when word was received that hostilities with Japan had ceased. In the following days *Alabama* transferred detachments of Marines, Naval officers and men for temporary duty with the Tokyo Naval Occupation Forces. She served in the screen of carriers making reconnaissance to locate prisoner-of-war camps.

On 2 September 1945 formal surrender documents were signed on board battleship *Missouri*. *Alabama* entered Tokyo Bay 5 September to receive men who had left to serve with the occupational forces, then sailed for home on 20 September 1945. She embarked some 700 veterans at Okinawa and formed off the entrance to Pearl Harbor the morning of 9 October with units of the Third Fleet.

Alabama arrived at San Francisco 15 October. She departed San Francisco 29 October for San Pedro. *Alabama* became flagship of Rear Admiral I. C. Sowell, USN, who relieved Rear Admiral Shaforth as Commander, Battleship Division Eight. On reorganization of the United States Fleet, 15 November, Battleship Division Eight was redesignated Battleship Division Three, with *Alabama* continuing as flagship of Rear Admiral Sowell, commanding that Division.

Alabama remained in San Pedro Bay until 27 February 1946 when she left for Seattle, arriving there 5 April. She entered the Puget Sound Naval Shipyard 23 May for inactivation overhaul and was decommissioned at the U.S. Naval Station, Seattle, 9 January 1947.

The battleship was assigned to the Bremerton Group, U. S. Pacific Reserve Fleet, and there remained until her name was struck from the Navy List 1 June 1962. Her preservation as a memorial was undertaken by the USS Alabama Battleship Commission with funds raised by popular subscription from citizens of Alabama. She was awarded to Alabama 16 June 1964, in ceremonies on her deck at Seattle.

Proceeding down the western seaboard and through the Panama Canal, *Alabama* was towed 5,600 miles to her permanent berth at Mobile Bay, AL, where she arrived 14 September. It is indeed appropriate that this mighty fighting lady came to Mobile to serve as a perpetual reminder of America's sea destiny and as a memorial to the fighting spirit of the brave and gallant sailors who fought under her flag in World War II.

To this day, *Alabama* continues to highlight the strong influence of the sea and the traditions of valor as the memory of her achievements and sacrifices provides inspiration to the great American heritage. For it was with her big guns, high speed and valiant crew that she was able to furnish the powerful fire support that not only protected the fast carrier fleets but also hurled such mighty and overwhelming destruction on enemy targets ashore.

At a magnificent 100-acre Marine park at Mobile, the people of Alabama have settled the battleship *Alabama* to perpetuate the magnificent fleets of United State battleships that once sailed the vast oceans of the world.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *ARIZONA* (BB-39)

Arizona (BB-39) was built by the New York Navy Yard, where her keel was laid 16 March 1914. She was launched 19 June 1915 under the sponsorship of Miss Esther Ross, daughter of W.W. Ross, a eminent pioneer citizen of Prescott, AZ. The battleship was commissioned 17 October 1916 with Captain John D. McDonald, USN, in command.

Arizona had a length overall of 608 feet; extreme beam, 96 feet, 1 inch; normal displacement 31,400 tons, mean draft 28 feet, 10 inches; designed speed 21 knots, and a designed complement of 55 officers and 860 men. She was originally armed with 12, 14-inch .45 caliber guns; 22, 5-inch .51 caliber guns; four, 3-inch .50 caliber guns and two, 21-inch submerged torpedo tubes. The maximum thickness of her armor was 18 inches.

The battleship departed New York 16 November 1916 for shakedown training off the Virginian Capes and Newport, then to Guantanamo Bay. She joined Battleship Division Eight at Norfolk on 4 April 1917.

Basing at Norfolk throughout World War I, *Arizona* acted as a gunnery training ship and patrolled waters extending from the Virginian Capes to New York.

On 30 November 1918 *Arizon*a reached Portland and put to sea with her Division, 12 December, for rendezvous the next day with *George Washingto*n. On board that Navy transport was President Woodrow Wilson, on his way to the Paris Peace Conference with his 14-point proposal for a lasting world peace which was to be perpetuated in an organization of international cooperation and good will—The League of Nations. *Arizona* was a unit of the honor escort that brought the President into Brest, France, on 13 December.

At Brest, *Arizona* embarked 238 homeward-bound veterans and then crossed the Atlantic with Battleship Division Six. She returned to her base at Norfolk 23 January 1919 and spent the following months in fleet maneuvers and battle practice out of Guantanamo Bay.

Arizona entered the New York Naval Shipyard for upkeep, where she remained until 6 January 1920; she then joined Battleship Division Seven for winter and spring maneuvers in the Caribbean Sea. On 24 August she became the flagship of the future Chief of Naval Operations, Rear Admiral Edward V. Eberle, then commanding Battleship Division Seven, after which she proceeded to the Caribbean. The *Arizona* sailed to resume winter battle practice out of Guantanamo Bay.

On 27 April *Arizona* returned to Norfolk, then to the New York Navy Yard for overhaul; and on 21 June she steamed off Cape Charles with Army-Navy ordinance observers to witness the experimental bombing runs of Navy seaplanes which sank the ex-German submarine U-117. (*First in a series of joint Army-Navy bombing experiments carried out June-July 1921 to explore the potency of air attack.*)

On 3 August *Arizona* steamed for Panama Bay where Vice Admiral McDonald transferred his flag to battleship *Wyoming* 10 August. On that day, *Arizona* became flagship of Rear Admiral John S. McKean, commanding Battleship Division Seven. The Division arrived at San Diego 21 August to serve with the Battleship force, U.S. Pacific Fleet. At the Fleet base in San Pedro, 28 September, the future Chief of Naval Operations, Rear Admiral Charles F. Highes, relieved Rear Admiral McKean as commander, Battleship Division 7, on board *Arizona*.

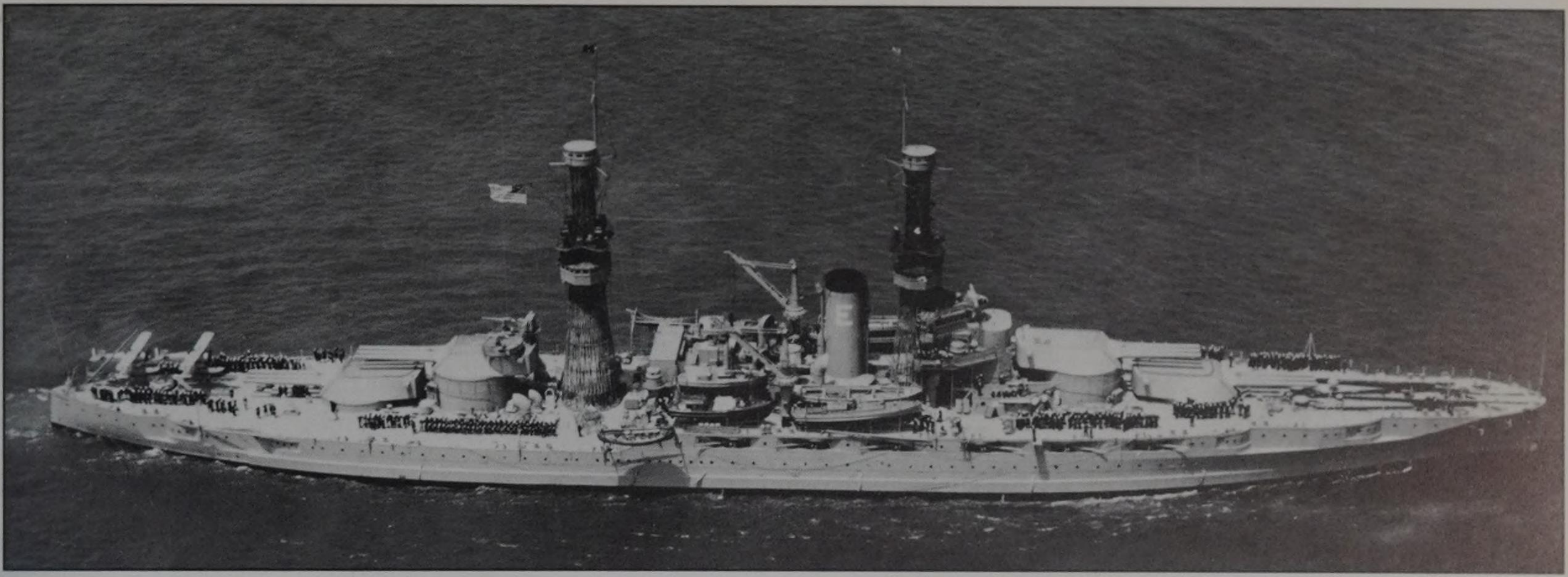
For the next 14 years *Arizona* alternately served as flagship of Battleship Divisions 2, 3 and 4 under a succession of distinguished naval officers including another future Chief Of Naval Operations, Rear Admiral William C. Pratt; and Rear Admiral Claude C. Bloch, who later became Commander-in-Chief, United States Fleet. Based at San Pedro throughout this period, *Arizona* conducted tactics along the western seaboard, then entered the Caribbean Sea for the annual winter/spring maneuvers and battle problems of the combined Fleet. This duty was intervened by two cruises to Hawaii. On her first cruise she departed San Francisco with the Battle Fleet 15 April 1925 to take part in joint Army-Navy problems in Hawaiian waters. There, *Arizona* supported Marine amphibious assault practice landings, one of many which led to the brilliant success of amphibious expeditions in World War II. She returned to the Puget Sound Navy Yard, 12 June, for overhaul.

After battle problems and tactics in Panama Bay, *Arizona* crossed the Panama Canal 7 February 1929 for combined fleet maneuvers out of Guantanamo Bay until 1 May when she reached Norfolk to prepare for modernization overhaul. She entered the Norfolk Navy Yard 4 May and was placed in reduced commission 15 July.

Arizona's was then modernized, and then she again placed in full commission 1 March 1931.

On 29 March prepared for standardization trials that took her off Rockland, ME and on a visit to Boston. Later, assigned to Battleship Division Three, Battle Force, she spent the remainder of her career in Pacific waters.

Arizona began service as flagship of Battleship Division One 17 September 1938, when Rear Admiral Chester W. Nimitz hoisted his flag. Admiral Nimitz was detached 27 May 1939 to serve as Chief of



The USS Arizona (BB-39)

the Bureau of Navigation. After the attack on Pearl Harbor, he became Commander-in-Chief, U.S. Pacific Fleet.

Rear Admiral Russell Willson succeeded Admiral Nimitz in command of Battleship Division One on board *Arizona*. On 2 April 1940 the ship departed San Pedro to base at Pearl Harbor as a unit of the fleet which hoped to deter Japanese aggression in the Pacific. She made her first return to the West Coast 30 September at Long Beach, CA. After overhaul in Puget Sound Naval Shipyard, 23 January 1941, Rear Admiral Isaac C. Kidd relieved Admiral Willson on board *Arizona* as Commander, Battleship Division One.

The *Arizona* entered drydock at Pearl Harbor 27 October 1941.

On 7 December the Japanese carrier striking force reached a launching point about 275 miles north of Pearl Harbor where 183 planes orbited in preparation for the first strike. At about 40 minutes after sunrise, the first Japanese aerial raiders sighted the Oahu coastline. Fighters headed for Wheeler Field and Kaneohe to destroy parked planes, the high-level bombers struck Hickman Field, while to torpedo planes and dive bombers zeroed in on "Battleship Row," located along the southeast shore of Ford Island, a few hundred yards across the main channel from the Navy Yard, *Arizona* had just returned there out of drydock.

Japanese torpedo-bomber pilots made the major attack on "Battleship Row," streaking in from low altitude 40 to 50 feet above the water, as they made first for *Arizona* and two pairs of battleships southwest of her. They dropped conventional bombs as well as converted 16-inch armor-piercing shells which penetrated *Arizona's* deck and exploded below. Within one minute of the opening attack, *Arizona* was shattered by torpedo and bomb explosions. One armor-piercing bomb made its impact into her forward powder magazine where it exploded before that compartment could be flooded. Half the battleship was wrecked by this explosion which killed her commanding officer, Captain Franklin Van Valkenburgh, and Rear Admiral Kidd, both on her bridge at the time.

The tremendous blast caused *Arizona* to settle to the bottom so fast that hundreds of her sailors were trapped below. Despite this, her machine guns opened fire on the enemy planes and she was not abandoned until 1032. Her casualties were over half those suffered by the entire fleet at Pearl Harbor, 1,103 officers and men killed of the some 1,400 on board. She rested on the bottom, out of the main channel, but a part of her superstructure remained above the water, holding the "Stars and Stripes" aloft- a symbol of U.S. defiance of the sneak attack and an indication of national survival. For their conspicuous devotion to duty and extraordinary courage in action, Captain Van Valkenburgh and Rear Admiral Kidd were each awarded the Medal of Honor.

Arizona and *Utah* were the only ships not refloated after the attack on Pearl Harbor. On 29 December 1942 both battleships were declared "in ordinary" (a non-commissioned status) and placed under control of the Pearl Harbor Base Force to determine whether or not salvage and repairs would be undertaken. There was no formal ceremony whereby these two battered hulks were declared decommissioned, although both were officially listed as sunk by enemy action 7 December 1941.

The sunken *Arizona*, struck from the Navy List 1 December 1942, lay off the main channel used by ships passing in and out of Pearl Harbor. Her hulk presented no obstacle to navigation and her honored dead were not disturbed. Ships voluntarily rendered honors in passing the fallen warrior. In an act of remembrance on 7 March 1950, Admiral Arthur Radford, Commander-in-Chief of the U.S. Pacific Fleet, ordered the National Ensign hoisted over *Arizona*, stating: "From this day on, *Arizona* will proudly fly our country's flag, as proudly as she did on the morning of 7 December 1941. I am sure *Arizona's* crew will know and appreciate what we are doing." From that day to the present, a color guard faithfully raises and lowers the ensign as on any commissioned ship of the Fleet.

National interest and legislation under the administration of President Dwight D. Eisenhower and President John F. Kennedy made *Arizona* a national shrine. On 15 March 1958 President Eisenhower authorized the Navy to construct and maintain the memorial. Responsibility for overall coordination of the project was given to the Commandant, Fourteenth Naval District.

Funds for the Arizona Memorial were provided by the generosity and gratitude of many interested groups and individuals throughout the United States. The Legislature of the Territory of Hawaii appropriated $50,000 toward the memorial fund 1 June 1959. Substantial contributions also were made by the American Veterans and the Navy Fleet Reserve Association which, together with other public contributions, totaled $275,869.50. On 6 September 1961 President Kennedy signed House Bill 44 authorizing an appropriation of $150,000. The contract for completion was awarded 6 October 1961. The following month the State of Hawaii Legislature appropriated another $50,000. The fund-raising agency was the Pacific War Memorial Commission.

On 30 May 1962 the *Arizona* Memorial was dedicated to all the valiant men who had made the supreme sacrifice for their country. The Memorial is an enclosed 184-foot bridge transversely spanning the hull of *Arizona*. It houses an assembly area large enough to accommodate 200 people during ceremonies, a museum for mementos of the *Arizona*, and a shrine. The end wall of the shrine is surfaced with marble plaques inscribed with the names of the men who lost their lives on the *Arizona*.

USS *ARKANSAS* (BB-33)

On March 3, 1909, the last day of his administration, President Theodore Roosevelt signed the naval appropriation bill into law. The bill authorized the President to have constructed two first-class battleships to cost no more than six million dollars each, exclusive of armor and armament. The Secretary of the Navy named them the *Arkansas* and *Wyoming*. The New York Shipbuilding Company, Camden, NJ was awarded the contract for the *Arkansas*. The navy did not use the "BB" designation until 1920. The keel was laid down in September 1909, she was launched in January 1911 and commissioned on September 17, 1912. She served in WWI and when it ended she escorted President Woodrow Wilson to France for the peace conference and paraded into New York harbor on the day after Christmas 1918.

During the 1920s and 1930s she participated in midshipman training. In 1925 she entered the Philadelphia Navy Yard for updating.

The worn out coal-fired boilers were replaced with oil burning ones. The deck armor was increased, the after cage gave way to a tripod and blisters were added on both sides of the underwater hull. Her fire control modernized and a catapult built on top of Turret III for sea planes put her at sea again. About Pearl Harbor time the old cage foremast was replaced with a tripod mast giving her a more modern look. The offensive off Normandy, Cherbourg and Southern France took its toll on the "Arky" but she delivered more fire than any other battleship. After a complete overhaul in the Boston Navy Yard and now fitted with new 12 inch 50 foot long guns, she made way through the Panama Canal and the Pacific. She participated in the bombardment and invasion of Iwo Jima. Following a short period and re-provisioning and re-fueling she spent grim weeks off Okinawa bombarding gun emplacements and pill boxes. In addition, she had to fight off wave after wave of Japanese bombers and suicide planes. After Okinawa had fallen it was on to Leyte where the fleet was preparing for the first landing in the Japanese home islands. V-E day had come and gone and following the atomic bombing of Japan, V-J day brought the war to an abrupt close.

The war over, she headed home and arrived in Seattle, Washington for Navy Day 1945. Many ships went out of commission in short order with some moth balled and others sold for scrap. However, the *Arkansas*, along with the *Pennsylvania, New York* and *Nevada* were targeted for the first postwar test of a new atomic bomb and went to Bikini in 1946. The *Nevada* got a garish coat of red paint and was the bulls-eye for a target array of ships covering Bikini Lagoon. The atomic bomb was dropped from a B-29 and an air burst swept across the ships. When the smoke died away there she was — the *Arkansas* was still afloat with twisted and bent decks and bulkheads, guns and masts. On July 25, 1946, a second atomic bomb was exploded underwater with an incredible burst of violence and an enormous volcano of water rose from the middle of the lagoon. This time the *Arkansas* finally met her match and slowly sunk to the bottom of the Pacific where she now lies. Remembering her as each of us do personally and remembering too the happy times and the serious times aboard the *Arkansas*, this seems like a sad occasion. But, in a way, this is a more heroic end for a veteran dreadnought rather than to end up in some backwater junkyard and made into razor blades and other items. She served her country in both World Wars in both oceans and was a home away from home for thousands of naval and marine personnel. As a material being, the "Grand Old Lady—USS *Arkansas,* BB-33" is gone but she will live forever in our hearts, in our memories and in Naval History.
Submitted by John F. Bird

USS *CALIFORNIA* (BB-44)

California (BB-44) was built at Mare Island Navy Yard, Vallejo, CA. Her keel was laid 25 October 1916 and she was launched 20 November 1919 under sponsorship of Mrs. Barbara Stephens Zane, daughter of California's Governor William D. Stephens. The battleship was commissioned on 10 August 1921, Captain Henry J. Ziegemeier in command, and she reported to the Pacific Fleet at flagship.

California had a length overall of 624 feet, 6 inches; extreme beam, 97 feet, 4 inches; normal displacement, 32,300 tons; mean draft, 30 feet, 3 inches; designed speed, 21 knots, and a designed complement of 57 officers and 1,026 men. She was armed with twelve 14-inch .50-caliber guns; fourteen 5-inch .51-caliber guns; four 3-inch .50-caliber guns and two 21-inch submerged torpedo tubes. The maximum thickness of her armor was 18 inches.

For 20 years, from 1921 until 1941, *California* served as flagship of the Pacific Fleet, then as flagship of the Battle Fleet (Battle Force), U.S. Fleet.

In 1940, *California* switched her base to Pearl Harbor. On 7 December 1941 she was moored at "Battleship Row" with other dreadnoughts of the Battle Force when the Japanese launched their aerial attack. She was preparing to undergo a material inspection, watertight integrity was not at its maximum; consequently, the ship suffered great damage when hit. At 0805 a bomb exploded below decks, setting off an anti-aircraft ammunition magazine and killing about 50 men. A second bomb ruptured her bow plates. Despite efforts to keep her afloat, the inrushing water could not be isolated and *California* settled into the mud with only her superstructure remaining above the surface. After the action, 98 of her crew had been lost and 61 wounded.

The USS Arkansas, (BB-33)

On 25 March 1942 *California* was refloated and drydocked at Pearl Harbor for repairs. On 7 June she departed under her own power for Puget Sound Navy Yard where major reconstruction job was accomplished, including improved protections, stability, anti-aircraft battery and fire control system.

California departed Bremerton 31 January 1944 for shakedown at San Pedro, and sailed from San Francisco 5 May for the invasion of the Marianas. Off Saipan, in June 1944, she conducted effective shore bombardment and call-fire missions. On 14 June she was hit by a shell from an enemy shore battery which killed one man and wounded nine. Following Saipan, her heavy guns helped blast the way for U.S. assault forces in the Guam and Tinian operations (18 July-9 August). On 24 August she arrived at Espiritu Santo for repairs to her port bow which had been damaged in a collision with *Tennessee* (BB-43).

On 17 September 1944 *California* sailed to Manus for the invasion of the Philippines. From 17 October to 20 November she played a key role in the Leyte operation, including the destruction of the Japanese Southern Force in the Battle of Surigao Strait (25 October). On 1 January 1945 she departed the Palaus for the Luzon landings. Despite Japanese air attacks, her powerful batteries were an important factor in the success of these dangerous operations into the heart of enemy-held territory. On 6 January, while providing shore bombardment at Lingayen Gulf, she was hit by a Kamikaze plane; 44 of her crew were killed and 155 were wounded. Undeterred, she made temporary repairs on the spot and remained to carry out her critical mission—shore bombardment—until the job was done. She departed 23 January for Puget Sound Navy Yard, arriving 15 February 1945 for permanent repairs.

Returned to action off Okinawa, 15 June 1945, *California* remained in that embattled area until 21 July. Two days later she joined Task Force 95 to cover the East China Sea minesweeping operations. After a short voyage to San Pedro Bay, Philippine Islands, in August, the ship departed Okinawa 20 September to cover the landing of the Sixth Army occupation force at Wakanoura Wan, Honshu, Japan, where she remained, supporting the occupation, until 15 October. She then sailed via Singapore, Colombo and Capetown, to Philadelphia, arriving 7 December. She was placed in commission in reserve there 7 August

1946 and out of commission in reserve on 14 February 1947. *California* was sold for scrapping on 10 July 1959.

From: United States Battleships, The History of America's Greatest Fighting Fleet.

USS CALIFORNIA AWARDS

California earned seven battle stars for the operations listed below:

★ 1 Star/PEARL HARBOR-MIDWAY: 7 Dec 1941
★ 1 Star/MARIANAS OPERATION: Capture and occupation of Saipan: 14-20 June 1944
★ Capture and occupation of Guam: 2-9 Aug 1944
★ 1 Star/TINIAN CAPTURE AND OCCUPATION: 21 Jul-1 Aug 1944
★ 1 Star/LEYTE OPERATION: Battle of Surigao Strait: 24-26 Oct 1944. Leyte Landings: 21 Nov 1944
★ 1 Star/LUZON OPERATION: Lingayen Gulf Landings: 4-18 Jan 1945
★ 1 Star/OKINAWA GUNTO OPERATION: Assault and occupation of Okinawa Gunto: 17-30 Jun 1945
★ 1 Star/THIRD FLEET OPERATIONS AGAINST JAPAN: 10 Jul-7 Aug 1945
★ NAVY OCCUPATION SERVICE MEDAL (Asia): 2 Sep-15 Oct 1945
★ PHILIPPINE REPUBLIC PRESIDENTIAL UNIT CITATION:
24-26 Oct 1944
21 Nov 1944
4-18 Jan 1945

USS COLORADO (BB-45)

The battleship *Colorado* (BB-45) was authorized under Congress 1916 Naval Appropriation Act and the contract for her construction awarded to the New York Shipbuilding Company at Camden, New Jersey. Her keel was laid on 19 May 1919 and almost two years were required to complete her construction.

On 22 March 1921, the *Colorado* was launched. Mrs. Max Melville and Colorado Senator S.D. Nicholson, stood on the officials' platform adjacent to the ship which she had been designated to christen.

Two years of fitting-out elapsed between the 1921 launching of *Colorado* and her commissioning on 30 August 1923. Captain Reginald Rowan Belknap (Annapolis, 1891), veteran of both the Spanish-American War and World War I, the Philippine Insurrection and the Boxer Rebellion, was ordered to command this newest addition to the United States Fleet.

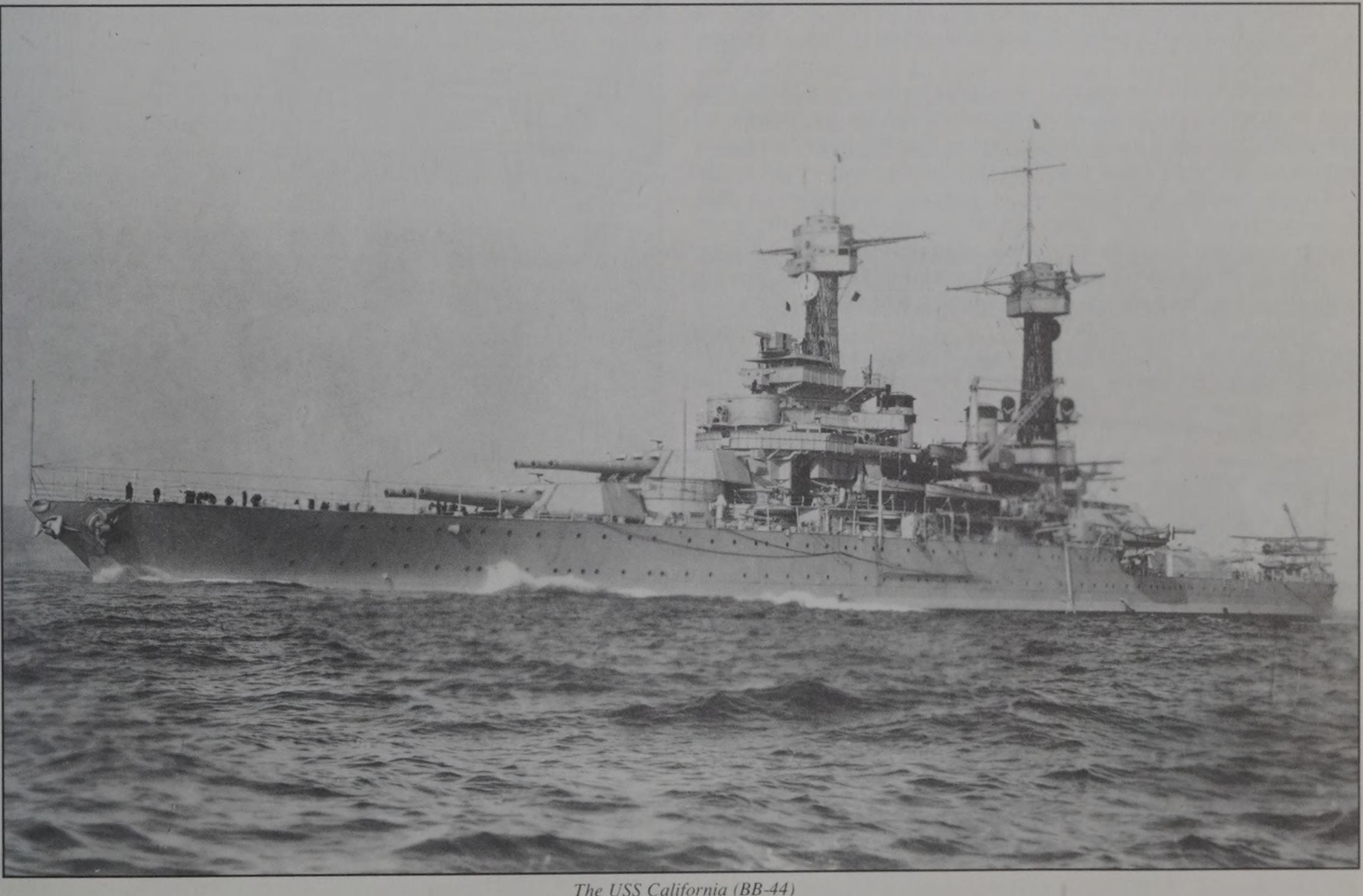
Leaving New York after Christmas, 1923, the battleship made a 10-day journey to England's Portsmouth Harbor.

Colorado had a length overall of 624 feet, 6 inches: extreme beam 97 feet, 6 inches: normal displacement, 32,600 tons: mean draft, 30 feet, 6 inches: designed speed, 21 knots, and a designed complement of 58 officers and 1,022 men. She was armed with eight 16-inch .45 caliber guns; 12 5-inch .51 caliber guns: eight 3-inch .50 caliber guns and two 21-inch submerged torpedo tubes.

In March 1926, the *Colorado* participated in joint Army/Navy exercises in the Caribbean. *Colorado* was back in New York for general overhaul the following month.

Colorado made a cruise to Hawaii in May of 1928, conducting exercises en route. Pacific duty continued throughout 1929, that year being high-lighted in a collision between *Colorado* and a steamer.

On 3 June 1930 *Colorado* was heading for Colon in the Panama Canal Zone. Suddenly, flames broke out in the plotting room, brain center of the ship's control of her 16-inch guns. Deadly chlorine fumes combined with thick smoke to form a lethal cloud in the center of the below-deck spaces. Approximately 40 sailors, overcome by the fumes, were rescued by their mates. The conflagration spread despite frenzied efforts to curb it, and the battle to extinguish the flames continued for



The USS California (BB-44)

some eight hours. Finally, the Captain reluctantly ordered the plotting room and adjacent area flooded with sea water—an unavoidable step that ruined most of the delicate control apparatus not already destroyed by the raging fire. The battleship was promptly detached from the fleet and she proceeded on to the Brooklyn Navy Yard for repairs.

Dissatisfied with the explanation of what had caused $200,000 damage to one of the world's foremost naval vessels, Navy Secretary Charles Francis Adams appointed an investigating committee ordering Rear Admiral de Steiguer to press the inquiry to a speedy conclusion.

The fire's origin was determined. It appeared that phonograph needles, or some other similar objects, had been pierced through the insulation of the electric cables in the ship's plotting room. The resulting short circuit had sparked the fire.

During the Pearl Harbor attack, the *Colorado* was in the Puget Sound Navy Yard, Bremerton, WA.

Under command of Captain Elmer L. Woodside, *Colorado* remained on the West Coast throughout the summer and fall of 1942.

Colorado sailed to a Pearl Harbor that still bore the scars of Japanese perfidy. Some three months, beginning in early October, were devoted to training operations in the shadow of towering Diamond Head.

Colorado's desire for an active part in the Pacific offensive was about to be fulfilled as she left her South Pacific patrol and returned to Pearl Harbor on 7 September 1943. Soon after her arrival, Captain William Granat, USN, relieved Captain Woodside as commanding officer. *Colorado* put to sea the latter part of October bound for the remote coral atoll of Tarawa. At 0528, on 20 November 1943, the big guns of *Colorado* roared out their first salvo of destruction against the Japanese in the Pacific War.

Her 16-inch guns belched ton after ton of flaming steel onto strong Tarawa defenses. This pre-invasion bombardment by surface vessels, were effective in destroying Tarawa's above-ground installations. Despite sharp opposition and 20 percent casualties, the Marines pushed their way into Tarawa, as *Colorado* and other units of the bombarding fleet kept up a steady supporting fire. The struggle continued for nine days and finally, on 29 November, with the success of the Tarawa campaign assured. *Colorado* left the area and retired to Pearl Harbor.

Battleship *Colorado* departed Lahaina Roads in the Hawaiians on 22 January and proceeded to the attack area off the northern sector of Kwajalein Atoll shortly before the troops landed on D-Day, 31 January 1944.

Colorado's mission was to destroy fortifications along the beaches and to support assault waves by pounding the enemy troop areas immediately adjacent to the landing points. Fire and large columns of smoke on her target areas indicated that the damage caused by the battleship barrage was extensive. In company with other vessels, *Colorado* shelled strategic objectives throughout the day as the troops swarmed ashore. By 4 February it was all over on Kwajalein.

The Colorado was on hand for the invasion of Eniwetok. Her big guns swept the beaches clear of landing obstacles on the 17th (D-Day at Eniwetok) and provided an umbrella of fire for the assault forces as they fanned out from their beachheads. With the completion of the Eniwetok job, the *Colorado* returned until March 13, 1944 to the United States.

On 30 April the battleship sped south to join other Operation "Forager" units at San Francisco, then on to aid the landings in the Southern Marianas.

Moving in close to Saipan on 14 June, *Colorado* hammered away at the beaches. Resistance encountered on Saipan was strong, so strong that the planned invasion of the sister Marianas idles of Guam and Tinian had to be postponed. Throughout June, and well into July, *Colorado* delivered call fire on targets of opportunity at Saipan.

For two hours, on 21 July, *Colorado* and other surface units stood off-shore to complete ruination of Japanese defenses. For the next three days *Colorado* continued hurling 16-inch projectiles into the crumbling enemy lines.

On 24 July the *Colorado* nosed in alongside that island to pound the shore installations—and unexpectedly received a pounding herself. Her first battle damage came as a result of accurate fire from Tinian batteries opposing her 22 shells in all ripping into her. Continuing , the *Colorado* held her covering position to rip apart enemy forts within the invasion area, as 35,000 American troops began taking over at 0740. Limping away from the Tinian area on 3 August, *Colorado* sailed home via Pearl Harbor and by 21 August was berthed in the Bremerton Navy Yard undergoing repairs.

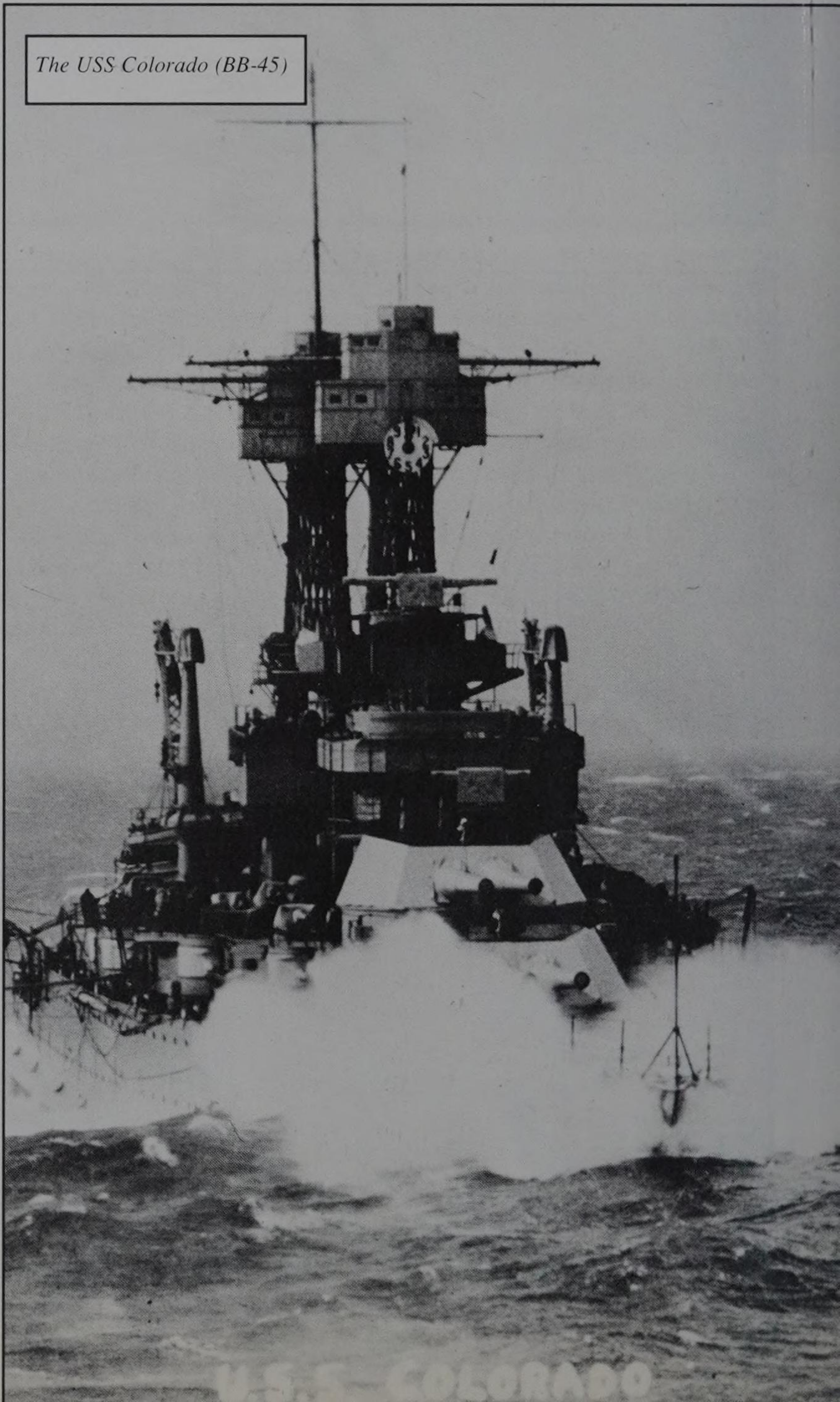
Colorado proceeded to San Pedro, California, on 9 October, for two weeks refresher training prior to assuming her next assignment.

The *Colorado* went on to Ulithi in the Western Carolines. By the time she weighed anchor in Ulithi on 17 November and proceeded to Leyte in the Central Philippines, the conquest of the Archipelago was in full swing. However, Japanese reinforcements by the thousands had been successfully landed on Luzon and the Nipponese High Command's Operation "Sho No!" (Defense of the Philippines) was meeting with frequent success. The *Colorado* sped to Leyte Gulf to support the American invaders on Leyte Island.

A week after her arrival in Leyte Gulf, *Colorado* was struck by one of the Japanese suicide aircraft. She incurred heavy casualties and moderate damage. But through the efforts of her repair crews, *Colorado* was able to remain operational, her 5-inch guns roaring out in challenge to other enemy planes hovering above.

In early December *Colorado* moved to the China Sea area of the Philippines for the invasion of Mindoro, key island in the planned Lingayen Gulf incursion. Her guns liberally shelled Mindoro's beaches on 12 December and kept up the bombardment as a cover for the troops until the 18th. Five days later she was safely anchored at Manus Island.

The final operation of consequence in the Southwest Pacific was the invasion of Lingayen Gulf, an indentation off the west coast of Luzon. Sailing from Manus to participate in the Luzon landings. *Colorado* levelled her guns on Luzon on 2 January 1945 in the softening-up period. A week later, on 9 January, she moved in on a determined inland shore battery and opened up an all-out artillery


The USS Colorado (BB-45)

assault. However, a heavy caliber shell from one of the shore guns rocked *Colorado* as it detonated on her superstructure, causing severe casualties among those on the navigation bridge and in sky control.

Suicide planes played havoc with the surface forces throughout the Luzon Campaign: despite this, *Colorado* rendered fire-support service to the Army units on Luzon until 14 February. On that date she returned to Ulithi, Western Caroline Islands, to await further assignment.

On 21 March 1945 *Colorado* began firing the first of two million pounds of high explosives which were to contribute to the destruction of the Okinawa stronghold. With recently-seized Kerama Retto as her fuel and ammunition base *Colorado* struck again and again at beleaguered Okinawa Gunto, the battlewagon's plotting jammed with anxious officers scanning their charts and maps for locations of enemy gun emplacements, pillboxes and troop concentrations.

D-Day at Okinawa was scheduled for 1 April 1945, so the job had to be done thoroughly and quickly. The *Colorado's* 16-inch guns blasted Okinawa's sea wall, reduced railroad junctions to rubble and knocked out many of the guns which would have poured fire on U.S. troops as they hit the beaches. Her Kingfisher observation planes winged into the air to transmit target positions to eager *Colorado* gunners. Shrapnel continuously clattered on the mighty vessel's decks, on one occasion causing injury to 13 of the ship's company. At 0830, 1 April, the amphibious assault on Okinawa began. And for 63 days and nights *Colorado* endured the hell of Okinawa to deliver the necessary support fire for the troops pushing their way inland. On 22 May she arrived in Leyte Gulf to await further assignment in the relentless campaign to bring the enemy to her knees.

Colorado left her Leyte Gulf anchorage 3 August to return to now fully-occupied Okinawa. It was while she was anchored in Okinawa's Buckner Bay, 15 August, that the Japanese made the decision to accept the provisions of the Potsdam Ultimatum.

On 27 August *Colorado* was among the first group of Allied warships to enter Japanese homeland waters, dropping anchor in Sagami Bay to help cover initial airborne landings at Atsugi Airfield (Tokyo area) in preparation for General Douglas MacArthur's arrival.

From Sagami Bay, it was just a five-hour trip into Tokyo Bay past the Yokosuka Naval Base.

On 1 September *Colorado* was in Tokyo Bay supporting occupation forces in that area. On 2 September the official instrument of surrender was signed aboard battleship *Missouri*. Also on 2 September Captain Augustus J. Wellings became *Colorado's* new commanding officer. Together with many other war-weary Third Fleet units *Colorado* got under way on 20 September for Okinawa, then Oahu, then home!

After several days in San Francisco, *Colorado* proceeded to Seattle for the 1945 Navy Day observances there (27 October). The ship spent the remainder of that year making three round-trip runs to Pearl Harbor to transport home a total of 6,457 high-point veterans.

In January 1946, *Colorado* reported to Bremerton for deactivation. After undergoing a lengthy process, the giant ship was made weatherproof and rustproof and, on 7 January 1947, she was placed out of commission in reserve. She remained inactive until 1 March 1959 when she was stricken from the Navy List. She was sold for scrapping on 23 July 1959.

By Elmer Hitchcock

USS *CONNECTICUT* (BB-18)

Connecticut (BB-18) was built by the New York Navy Yard. Her keel was laid 10 March 1903 and she was launched 29 September 1904 under the sponsorship of Miss Alice Welles, granddaughter of Gideon Welles, who served as Secretary of the Navy during the Civil War. The battleship was placed in commission at the New York Navy Yard on 29 September 1906 with Captain William Swift, USN, in command.

Connecticut had a length overall of 456 feet, 4 inches; extreme beam, 76 feet, 10 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18 knots, and a designed complement of 42 officers and 785 men. She was armed with four, 12-inch .45 caliber guns; eight, 8-inch .45 caliber guns; 12, 7-inch .45 caliber guns; 20, 3-inch .50 caliber guns, and four, 21 inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

The battleship cleared New York on 15 December 1906 for training off the Virginia Capes. After shakedown training and battle practice with the fleet in waters off Cuba and Puerto Rico, she returned to Hampton Roads where, on 16 April 1907, she relieved battleship *Maine* as the flagship of Rear Admiral Robley D. Evans, Commander-in-Chief of the United States Atlantic Fleet.

On 10 June *Connecticut* participated in the Presidential Fleet Review, then was under way from Hampton Roads on 13 June for overhaul in the New York Navy Yard, followed by maneuvers off the coasts of Maine and Massachusetts. She commenced operations off the Virginia Capes on 16 August and shifted to the target ranges in Cape Cod Bay on 6 September before entering the New York Navy Yard to begin duty as flagship on the world cruise of the "Great White Fleet."

Connecticut put to sea from Trinidad on 29 December 1907. A rain storm blotted out all sight of shore as the ship steamed out of Rio 22 January 1908 under escort of the Brazilian Squadron.

On 14 February *Connecticut* swept in and out of the Harbor of Valparaiso. A design of "whitewashed stones" spelled out the word "WELCOME" on the terrace of the naval station. A telescope view proved these "stones" to be sailors and naval cadets in white. *Connecticut* brought the Great White Fleet to San Diego on 14 April.

Secretary of the Navy Metcalf reviewed the combined fleet on 8 May as a personal representative of President Theodore Roosevelt.

Rear Admiral Evans was detached from duty as CinC of the U.S. Atlantic Fleet on 9 May. Rear Admiral Charles M. Thomas took temporary command on board *Connecticut* and on 15 May he was relieved by Rear Admiral Charles S. Sperry.

The "Great White Fleet" stood out of San Francisco Bay on 7 July, bound for Honolulu. Hawaii was observed on the 16th when Admiral Sperry made out, on *Connecticut's* port beam. *Connecticut* entered Honolulu Harbor that afternoon and moored to the Oceanic Wharf.

On 22 July *Connecticut* was on her way for Auckland, New Zealand, where the fleet arrived 9 August. The fleet got out to sea the next day and reached the harbor of Sydney, Australia, on the 20th.

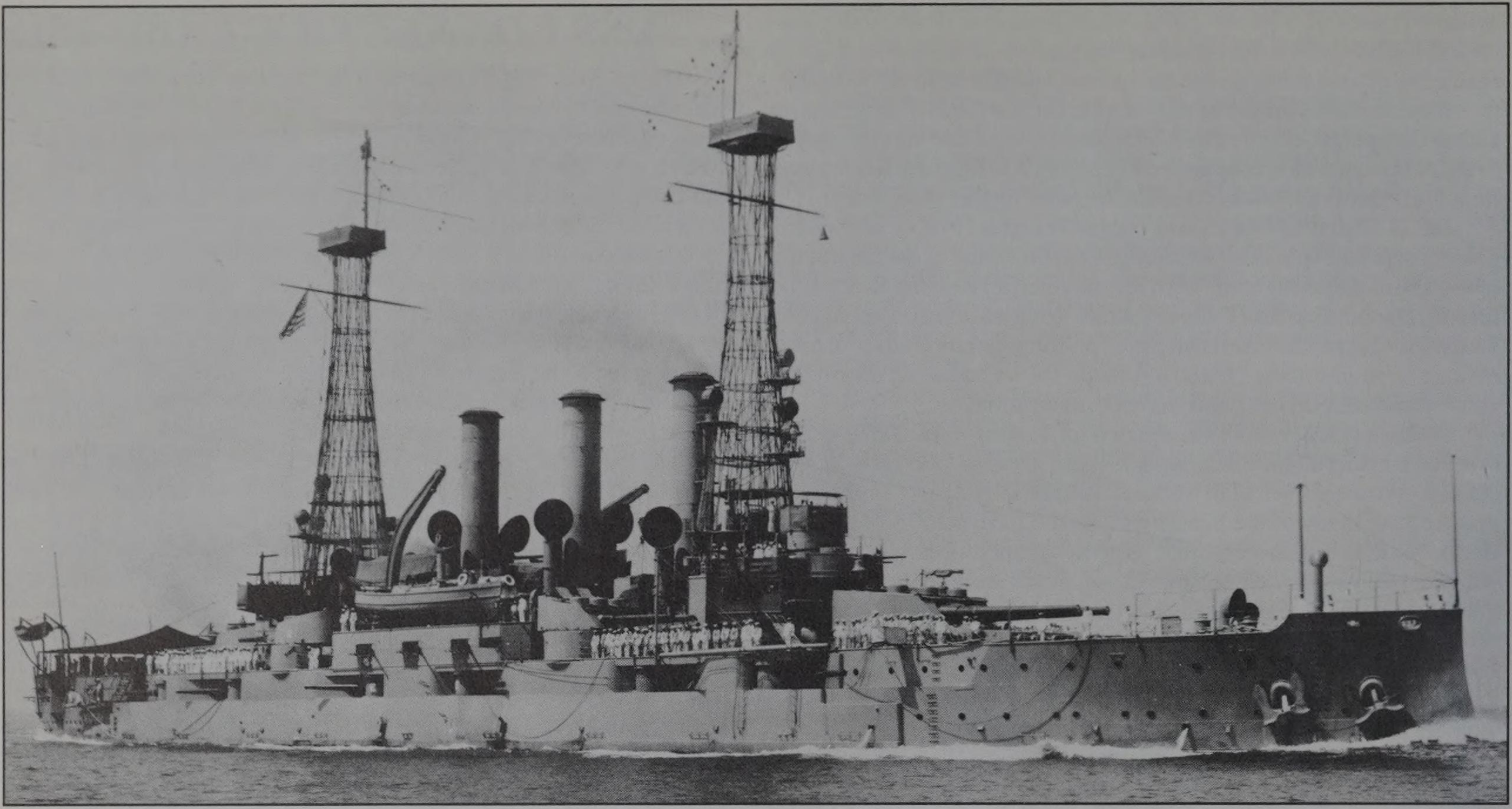
A parade of Bluejackets and Marines reached Government House in the center of the city on 21 August. There, Admiral Sperry and his officers exchanged short addresses with the Governor-General, the Prime Minister and the Mayor.

Connecticut brought the fleet into Melbourne on 29 August.

USS COLORADO AWARDS

In addition to earning the Navy Occupation Service Medal (Asia) for her services from 2-25 September 1945. *U.S.S. Colorado* (BB-45) earned the following battle stars on the Asiatic-Pacific Area Service Ribbon for participating in the following campaigns:

- ★ 1 Star MARSHALL ISLANDS OPERATION:
  Occupation of Kwajalein and Majuro Atolls:
  29 Jan-8 Feb 1944
- ★ 1 Star MARIANAS OPERATION:
  Capture and occupation of Saipan:
  11 Jan-10 Aug 1944
- ★ 1 Star ASIATIC PACIFIC RAIDS—1944:
  Bombardment of Marcus Island: 9 October 1944
- ★ 1 Star LEYTE OPERATIONS:
  Leyte Landings: 10 Oct-29 Nov 1944
- ★ 1 Star LUZON OPERATION:
  Lingayen Gulf Landing: 4-18 Jan 1945
- ★ 1 Star OKINAWA GUNTO OPERATION:
  Assault and occupation of Okinawa Gunto:
  24 Mar-30 Jun 1945
- ★ 1 Star TINIAN CAPTURE AND OCCUPATION:
  24 July-1 Aug 1944
- ★ 1 Star GILBERT ISLANDS OPERATION:
  19 Nov-8 Dec 1943



The USS Connecticut (BB-18)

The fleet had its last glimpse of Australia 19 September when *Connecticut* put to sea from Albany, Western Australia. Fear of a cholera epidemic in Manila kept her men on board 2-10 October and she was escorted into Tokyo Bay with the First Squadron on 18 October by three Japanese men-of-war. Ashore in Yokohama, American officers drove through miles of jubilant crowds.

Connecticut got under way from Yokohama on 25 October under the escort of the Japanese fleet. His Imperial Japanese Majesty's Ship *Hatori* returned the 15-gun salutes of *Connecticut*, with the United States Ensign at the fore, and *Connecticut* manned her rail to return the cheers of the Japanese men-of-war which now paused and allowed the fleet to pass on its way to the target ranges of the Philippine Islands.

The Great White Fleet left the Philippine Islands astern on 1 December for Colombo, Ceylon. *Connecticut* crossed the Suez Canal for Port Said, Egypt, arriving there on 4 January 1909.

Connecticut stood out of the Straits of Messina on 9 January and docked at Naples the next day. The *Connecticut* sailed five days later for Villefranche, France. She arrived at Gibraltar on 1 February and cleared that port on 6 February for the East Coast of the United States. She met the Home Squadron some 1,200 miles out from Hampton Roads, and the combined fleet anchored off Cape Henry in the early morning darkness of 22 February.

On 8 March Rear Admiral Sperry made a farewell address to the officers and crew of *Connecticut*. He was relieved by Rear Admiral Seaton Schroeder who retained *Connecticut* as flagship of the U.S. Atlantic Fleet. She stood out of Hampton Roads that afternoon for overhaul in the New York Navy Yard, which was then followed by a visit to Boston and tactical evolutions off Provincetown and the Virginia Capes. She returned to New York City 21 September 1909.

Connecticut sailed from New York on 2 November 1910 for a midshipmen practice cruise to Europe. As the flagship of the United States Atlantic Fleet, she reached Portland, England, 15 November and was honored by a visit from the Commander-in-Chief of the British Home Fleet, Admiral Sir William H. May, who came aboard with Vice Admiral Callaghan, commanding the Second Squadron of the British Fleet in *HMS King Edward VII*. Rear Admiral Sir Charles J. Colville, Commanding the First Bruiser Squadron, also visited *Connecticut*.

The Commander-in-Chief of the French Fleet visited *Connecticut* on 10 December. She cleared that port on 30 December for winter operations at Guantanamo Bay and returned to Hampton Roads on 17 March 1911 for operations northward along the coast as far as Provincetown, MA. This duty continued as Rear Admiral Schroeder was relieved on 1 June by Rear Admiral Hugo Osterhaus, and *Connecticut* led the fleet in review before the President at New York on 2 November. On 4 January 1912 she set course from the last named port to base winter operations from Guantanamo Bay. She returned from this duty once more to Hampton Roads on 21 March and then, on 12 April, entered the Philadelphia Navy Yard for overhaul.

Connecticut spent the remainder of the year in torpedo practice in Fort Pond Bay, with fleet maneuvers and tactics off Block Island and the Virginia Capes. On 4 January 1913, Rear Admiral Osterhaus was relieved as Commander-in-Chief of the U.S. Atlantic Fleet by Rear Admiral Charles J. Badger.

On 18 February 1913 *Connecticut* left New York astern for refresher training out of Guantanamo Bay, where on the 28th she resumed duties as flagship of the U.S. Atlantic Fleet. She loaded stores at Philadelphia and was under way from that port on 22 April in the troubled waters off Tampico and Vera Cruz, Mexico. She sailed from Tampico on 22 June for three months of overhaul in the Philadelphia Navy Yard, and thereafter for target practice in the Virginia Capes area.

The ship led her division out of Hampton Roads on 25 October, making her way out to sea bound for Genoa, Italy.

Connecticut steamed for the coast of Mexico. She replenished en route at Guantanamo Bay, Cuba, where Rear Admiral Beatty was detached, 18 December 1913, to command the First Battleship Division. The battleship came off Vera Cruz 23 December and on 26 December Rear Admiral Henry T. Mayo broke his flag in *Connecticut* as Commander of the Fourth Battleship Division. In the following months *Connecticut* alternated between Vera Cruz and Tampico, taking on board 886 refugees who remained until she brought them safely into Galveston, TX, 26 April 1914. The ship returned to Tampico on 5 May with American Red Cross representatives and Army officers; Admiral Mayo shifted his flag to the battleship *Minnesota* on 29 May. *Connecticut* cleared Vera Cruz on 2 July for Havana, Cuba, where on the 8th she embarked the American Minister to Haiti. The ship remained in the harbor until 8 August. She returned to Philadelphia on 14 August and, after battle practice off the Coast of Maine and the Virginia Capes, underwent overhaul in the Philadelphia Navy Yard 1 October 1914-14 January 1915. She conducted refresher training in waters off Cuba and then went back again to Philadelphia where she stayed until 31 July when she got under way with 433 officers and men of the 2nd Regiment, 1st Brigade, United States Marine Corps.

Connecticut sent stores to the landing forces off Cape Haiten on 5 September and remained in their support until 30 November. She returned to Philadelphia on 6 December and here stayed as part of the Atlantic Reserve Fleet until 3 October 1916 when she was again placed in full commission. On 5 October Rear Admiral H. O. Dunn, Commander, Battleship Division Five, shifted his flag from the *Minnesota* to the *Connecticut*. After maneuvers in the Caribbean, she based her operations from the York River throughout World War I, training drafts of sailors from the Training Station at Portsmouth, VA, in waters of the Chesapeake Bay and the Virginia Capes.

Assigned to the Fourth Division, Second Squadron, of the U. S. Atlantic Fleet in October, 1918, *Connecticut* sailed from Hampton Roads on 6 January 1919 for Brest, France, where she embarked more than a thousand American troops for return to New York on 2 February. She put to sea again from Hampton Roads on 25 February and returned to Hampton Roads on 24 March with 1,240 men of the 53rd Pioneer Regiment, one casual Army company, one casual Marine Company and one company of Military Police. She also carried 39 Army officers and nine YMCA secretaries.

Connecticut trained midshipmen for almost a year at Philadelphia and arrived at Annapolis on 28 May 1920, were she received on board 200 midshipmen. She stood out to sea with her squadron the next day and crossed the Panama Canal on her way to Honolulu. From that port she sailed to Seattle, then along the western seaboard to San Francisco and San Pedro, California. The Panama Canal was left astern on 24 August and three days later port engine became disabled. She was towed by *New Hampshire* to the entrance of Guantanamo Bay, where she arrived on 28 August and debarked her midshipmen and their officers. While in the Philadelphia yard, on 25 March 1921, she broke the flag of Rear Admiral Charles F. Hughes, Commander of Battleship Squadron Two, U. S. Atlantic Fleet.

Philadelphia bade *Connecticut* farewell 7 April as she departed for refresher training and tactical maneuvers with her battleship division off Cuba. She returned to Hampton Roads for the Presidential Review of 28 April and spent Memorial Day at Annapolis where she embarked midshipmen on 3 June for a practice cruise to Northern Europe.

The squadron reached Lisbon, Portugal, on 17 July 1921, where *Connecticut* was host to the Commander-in-Chief of the Portuguese Navy and the Civil Governor of the Providence of Lisbon. On 27 July the President of Portugal came aboard, having been preceded by the Captains of *Minnesota, Michigan, Kansas* and *South Carolina,* who gathered to welcome him, along with Captain Ralph Earle of the *Connecticut*. She sailed on 29 July for Gibraltar where she received a visit by the Governor, then set course for battle practice out of Guantanamo Bay before debarking the midshipmen at Annapolis 30 August.

On 4 October 1921 *Connecticut* cleared Philadelphia and reached San Diego on the 27th to serve as the flagship of Rear Admiral H. O. Stickney, Commander of the Pacific Train (later Base Force), U. S. Pacific Fleet. She hoisted his flag on 4 November and based her operations from San Pedro along the Pacific Coast for the remainder of her career.

Connecticut left San Pedro on 11 December 1922 and entered the Puget Sound Navy Yard on the 16th for deactivation. She was decommissioned in that yard on 1 March 1923 and sold to Mr. Walter W. Johnson of San Francisco on 1 November 1923, for $42,750.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *DELAWARE* (BB-28)

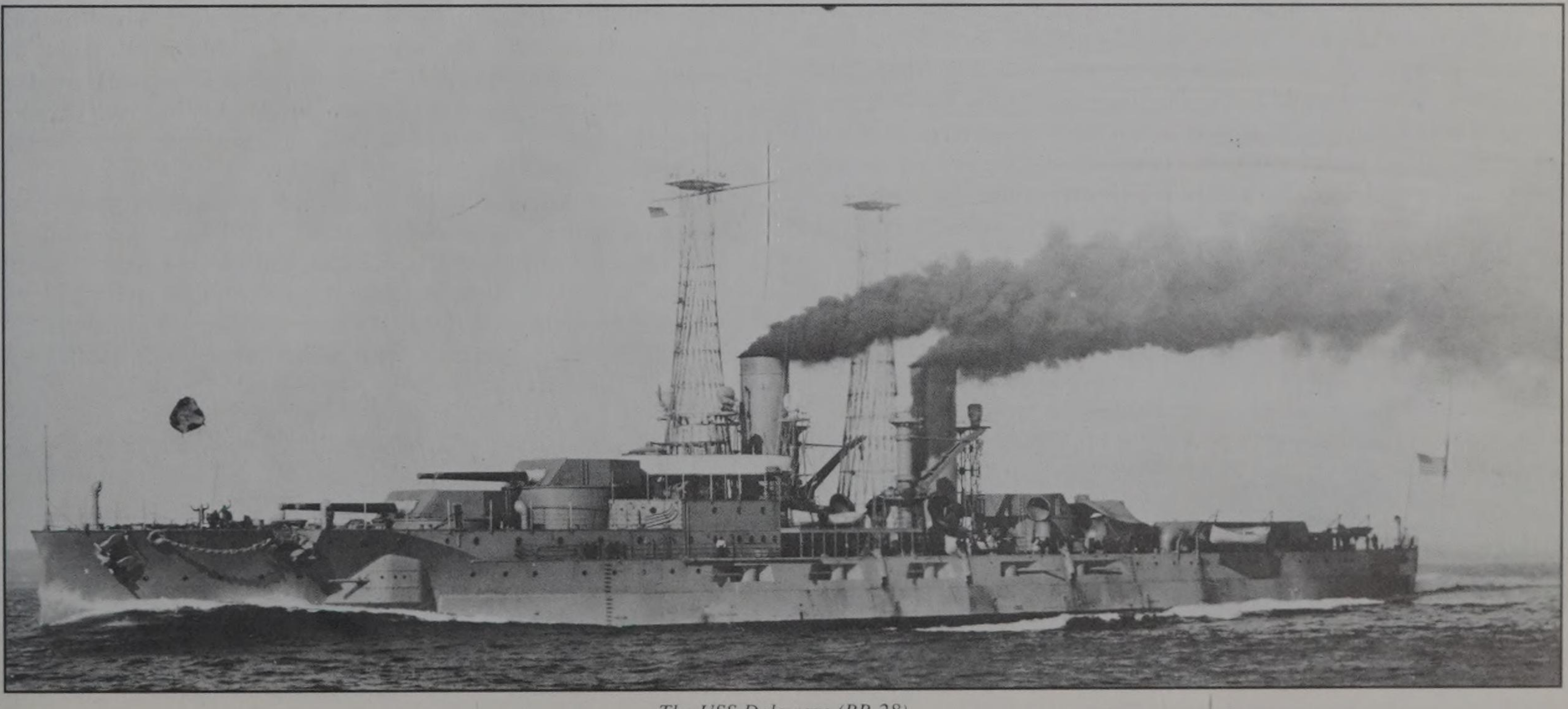
Delaware (BB-28) was built by the Newport News Shipbuilding Company. Her keel was laid 11 November 1907 and she was launched 6 February 1909 under the sponsorship of Mrs. Anna P. Cahall, niece of Delaware Governor S.H. Pennewill. The battleship was placed in commission in the Norfolk Navy Yard on 4 April 1910, Captain Charles A. Gove, USN, in command.

Delaware had a length overall of 518 feet, 9 inches; extreme beam, 85 feet, 3 inches; normal displacement, 20,380 tons; mean draft, 27 feet, 4 inches; designed speed, 21 knots, and a designed complement of 55 officers and 878 men. She was armed with ten 12-inch .45 caliber guns; fourteen 5-inch .50 caliber guns and two 21-inch torpedo tubes. The maximum thickness of her armor was twelve inches.

The battleship got under way from Norfolk on 2 July 1910 for a shakedown cruise to St. Thomas, Virgin Islands, followed by training off Newport, Boston and Provincetown. She joined the U.S. Atlantic Fleet at Hampton Roads on 1 September and was assigned to the First Division of the First Battleship Squadron. After fleet practice off the Virginia Capes and Tompkinsville, NY, she steamed to Wilmington, Delaware, where, on 5 October, the Governor of Delaware came on board to present her with a silver service. She returned to the Norfolk Navy Yard on 10 October for alterations and stood out of Hampton Roads on 1 November, bound with the First Division for Weymouth, England, and Cherbourg, France, then to Guantanamo Bay for battle practice in those waters. She departed Guantanamo on 14 January 1911. While making passage for Norfolk on the 17th, headers blew out of the boiler "O" with an explosive force which killed eight of her men and critically injured another. She reached Norfolk the next day and sailed from Hampton Roads, on 31 January, for Valparaiso, Chile, carrying the remains of the late Chilean Minister to the United States.

Delaware arrived at Valparaiso 11 March and departed on the 21st to round Cape Horn, calling at Rio de Janeiro and Boston prior to her arrival in the New York Navy Yard on 5 May. After voyage repairs, she embarked Rear Admiral Charles E. Vreeland. She stood out of New York Harbor on 4 June and reached Portsmouth, England, on the 19th. *Delaware* was in the Coronation Fleet Review honoring King George and Prince Albert on 24 June.

Delaware put to sea from Portsmouth on 28 June and debarked Rear Admiral Vreeland at Boston on 9 July. She conducted a busy schedule of battle exercises with the fleet off Cape Cod Bay and in the Virginia Capes area, then steamed from the New York Navy Yard on 31 December for similar duty from her winter base at Guantanamo Bay.



The USS Delaware (BB-28)

She returned to Hampton Roads on 22 March 1912 and soon entered the New York Navy Yard for repairs, followed by tactics off Newport, Rhode Island. She then steamed for Hampton Roads where, on 3 June 1912, she passed in review before President William Howard Taft on board *Mayflower*.

Two days later, *Delaware* was off Annapolis to embark midshipmen for a training cruise along the New England Coast, landing her battalion for the Bunker Hill Day Celebration at Boston on 14 June, and returning to Annapolis to debark her midshipmen passengers on 30 August. The battleship was in the Presidential Fleet Review at New York on 14 October, conducting fleet exercises and battle tactics in waters extending from the New England coast to Charleston, SC, until 10 December 1912. On that date she left Hampton Roads in company with battleship *Arkansas* which was to embark President Taft at Key West, FL.

Delaware took on board other members of the Presidential party and the two battleships got under way from Key West 21 December, heading for the Panama Canal Zone. All passengers debarked upon their arrival at Colon three days later, and Captain Hugh Rodman left *Delaware* for two days at the invitation of the President. The distinguished passengers were returned to Key West on 29 December.

The battleship entered the New York Navy Yard on 1 January 1913 for overhaul. She left there on 31 March and engaged in maneuvers off Block Island South and the Virginia Capes, sailing from New York on 31 May to embark midshipmen at Annapolis. She spent the summer training these men in waters off New York and Newport. The midshipmen were debarked at Annapolis on 24 August and *Delaware* exercised in the Chesapeake Bay before she put to sea from New York on 2 October, bound for Villefranche, France, in company with battleships *Wyoming* and *Utah*. Voyage repairs in the Norfolk Navy Yard were followed by fleet battle practice off Cuba and a stay in the port of Vera Cruz, Mexico (16 February-5 March 1914). Basing her operations from Norfolk during the next two years, *Delaware* again cruised off Vera Cruz, and off Tuxpan, Mexico, to protect American lives and property during the periods 8 July-9 October 1914 and 3 January-3 April 1915.

On 17 May 1915, *Delaware* anchored in the North River at New York with the entire Atlantic Fleet and the next day the ships were reviewed by the President as they passed out to sea. Operations off the Virginia Capes and overhaul in the Norfolk Navy Yard (7 June 1915-6 January 1916) were followed by maneuvers off Cuba and fleet tactics off the coasts of Maine and Massachusetts. When the United States entered World War I, *Delaware* operated in Chesapeake Bay to train 5-inch gunnery crews before their assignment to the armed guard of merchant ships. Thirteen armed guard crews of five men each were trained simultaneously as well as a great number of apprentice firemen, seamen and mechanics.

Delaware entered the Boston Navy Yard for voyage repairs on 15 November 1917 and joined Battleship Division Nine at Lynhaven Roads on the 24th. She put to sea the next day in company with battleships *New York, Wyoming*, and *Florida*, reaching Scapa Flow, Orkney Islands, on 17 December for duty with the Sixth Battle Squadron, British Grand Fleet. She anchored in the Forth River at Rosyth, Scotland, the next day and spent much of the next six months protecting allied shipping in ocean lanes and approaches between that port and the Orkney Islands. On 6 February 1918 she sailed from Orkney as part of the supporting force of a convoy bound for the coast of Norway.

While waiting for the appearance of the returning convoy off Stavenger, Norway, on 8 February, *Florida* maneuvered to clear a torpedo wake. Destroyers dropped depth charges into the sea as another torpedo crossed ahead of *Delaware* by several hundred yards. Three minutes later her lookout reported the wake of a torpedo dead ahead; the ship put her rudder hard left, passing just inside its wake. Destroyers drove off the raiding U-boat and the battleship returned to Scapa Flow 10 February 1918. She was a part of the escort for another convoy off the coast of Norway (8-12 March 1918) and stood out of Scapa Flow with the Sixth Battle Squadron on 30 June, force was escorting a mining squadron into the North Sea that afternoon when *Delaware* spotted the wake of a submarine periscope at 500 yards. She fired six rounds of 3-inch shells to discourage the enemy. The destroyers moved in to drop depth charges and *Delaware* parted company with the mining squadron the following day for return to Scapa Flow.

On 6 July 1918 *Delaware* sailed from Scapa Flow with the Sixth Battle Squadron and arrived in the Forth River Anchorage off Rosyth on the 8th. King George V inspected ships of the squadron on 22 July. *Delaware* escorted Rosyth 30 July for return to the United States, escorted out to sea by British destroyers *Restless* and *Rowena*. She reached Hampton Roads, Virginia, on 12 August. After overhaul in the Boston Navy Yard and refresher training in waters off Cuba, she came off Annapolis on 4 June 1919 to embark midshipmen for summer training along the New England coast, where on 28 August she put them ashore. She conducted exercises off Fort Pond Bay and Newport and was in Hampton Roads on 31 October to man the rail for King Albert of Belgium.

Delaware sailed from New York on 6 December to pick up Marines at Philadelphia for transportation to Santo Domingo and Port au Prince, Haiti; while in Haiti, on 15 December, the ship was visited by the President of the Republic of Haiti. She then debarked passengers at Philadelphia, spent the holiday period in Boston and cleared port on 6 January 1920 to base her winter operations from Guantanamo Bay. She returned to New York on 1 May to prepare for additional training of midshipmen that summer in waters off the New England coast.

Following overhaul in the Boston Navy Yard (18 October 1920-3 January 1921), *Delaware* put to sea with Battleship Division Five for Atlantic Fleet maneuvers in the Caribbean, then transited the Panama Canal on 20 January 1921 for battle practice with the combined Atlantic and Pacific Battle fleets bound for Callao, Peru. She returned to Hampton Roads for the Presidential Fleet Review of 28 April and spent the next two years in operations out of Boston and Norfolk, which included training of midshipmen along the New England coast, winter operations in waters off Cuba and spring maneuvers with the combined fleets off Panama Bay. On 9 July 1923 the battleship cleared Hampton Roads on a midshipmen practice cruise to Europe in company with battleships *Arkansas, Florida* and *North Dakota*. She visited Copenhagen, Denmark (26 June-6 July 1923); Greenock, Scotland (1-20 July); Cadiz, Spain (26-29 July) and Gibraltar (30 July-4 August). She debarked her midshipmen at Annapolis on 28 August and was visited by the Massachusetts American Legion Delegates at Marblehead, Massachusetts (3-10 September).

Delaware entered the Boston Navy Yard on 10 September 1923 to prepare for inactivation and was decommissioned on 10 November 1923. Her name was stricken from the Navy list on 27 November 1923 and she was sold to the Boston Iron and Metal Company, on 5 February 1924, for $231,862.50.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *FLORIDA* (BB-30)

Authorized by Act of Congress and approved 13 May 1908, *Florida* (BB-30) was built at the New York Navy Yard, where her keel was laid 9 March 1909. She was launched 12 May 1910 under the sponsorship of Elizabeth Legore Fleming (Mrs. Frank Percival Hamilton) of Jacksonville, daughter of the former Governor of Florida. The ship was placed in commission at New York 15 September 1911, Captain Harry S. Knapp, USN, in command.

Florida had a length overall of 521 feet, 6 inches; extreme beam, 88 feet, 2 1/2 inches; normal displacement, 21,825 tons; mean draft, 28 feet, 2 inches; designed speed 22.08 knots, and a designed complement of 63 officers and 1,257 men (the ship received an additional 3 officers, 30 men and 5 marines when she was later designated a flagship). She was originally armed with ten 12 inch guns; twelve 5-inch guns; two 3-inch guns and two 21-inch torpedo tubes.

On 30 October 1911 *Florida* departed New York and, after successfully completing official sea trials, joined the U.S. Atlantic Fleet as flagship of the First Division. From October 1911 to October 1913 she conducted operations at Guantanamo Bay, and along the ports of the Gulf and East Coasts of the United States, including Pensacola, Florida.

On 25 October 1913, *Florida* got under way from Hampton Roads, in company with the fleet, bound for Naples, Italy. The Assistant Secretary of the Navy, aboard *Dolphin* lying near Cape Henry, reviewed the fleet as it steamed out to sea. *Florida* arrived at Naples on 8 November and returned to New York 15 December.

The battleship departed Hampton Roads on 10 January 1914 for operations out of Guantanamo Bay, after which, on 13 February, she sailed to Mexican waters, operating off Vera Cruz from 16 February to 13 July when she steamed for New York, arriving there 19 July. Having undergone repairs, the ship moved to Cape Henry, VA, for training maneuvers; then back she went to Guantanamo Bay and on to Hampton Roads 6 April 1915.

From April 1915 to 5 January 1916, *Florida* operated at New York, Boston and Newport, RI. She also was engaged in battle practice and war games in the Southern Drill Grounds off Cape Henry and in war problems with the fleet while en route to conduct further operations in waters off Puerto Rico and Cuba. *Florida* was assigned to duty with Battleship Division Seven, Squadron Four, U.S. Atlantic Fleet, and until November 1917 operated with the fleet in the Chesapeake Bay area, engaged in training personnel.

Florida was one of the vessels composing Battleship Division Nine, under command of Rear Admiral Hugh Rodman, which, on 25 November 1917, departed Lynhaven Roads, VA, for European waters. The Division arrived at Scapa Flow, Scotland, on 7 December 1917, and joined the British Grand Fleet as the Sixth Battle Squadron, which was assigned the position of Fast Wing.

The American battleship division operated with the Grand Fleet, based at Scapa Flow and Firth of Forth, Scotland, until the end of hostilities in World War I. Several submarines attacks were encountered. On one occasion, while in company with the Grand Fleet, contact was made by ships of the advance screen with the German Battle-Cruiser Squadron, but no action resulted.

During 20-21 November 1918, the Grand Fleet put to sea to meet and escort the German High Seas Fleet to an anchorage for internment. The Grand Fleet, including Battle Squadron Six, steamed in two parallel columns, to a rendezvous about 40 miles east of May Island, which guards the entrance to the Firth of Forth. The German Fleet was met and led by a British Light Cruiser, escorted in a single column, course West, midway between the two columns of the Grand Fleet.

On 12 December Battleship Division Nine, including *Florida*, departed from Portland, England, to meet President Woodrow Wilson aboard the transport *George Washington* and to escort him into the harbor of Brest, France. About 7:30 a.m., 13 December, contact was made with the President's escort, led by battleship *Pennsylvania*, flying the flag of Admiral Henry T. Mayo, Commander-in-Chief, U.S. Atlantic Fleet. *Florida*, with the other escorts, then set course for Brest.

After dressing ship and manning her rail for review by President Wilson at Brest, 14 December, *Florida* hoisted the homeward bound pennant and sailed for the United States. *Florida* then sailed to join the fleet in winter quarters at Guantanamo Bay, returning to New York 14 April 1919.

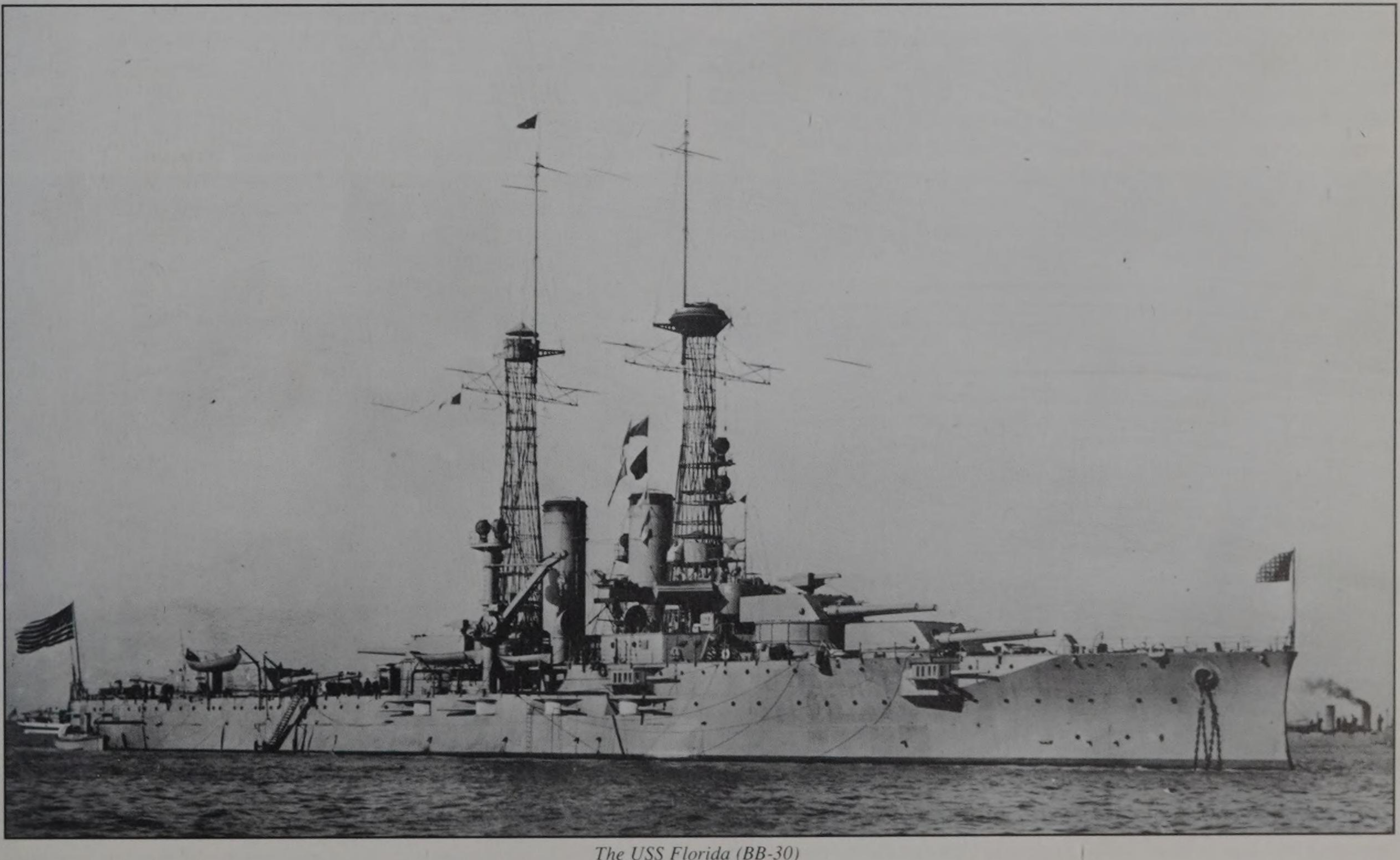
On 30 April *Florida* left New York, en route to the Azores in connection with the Trans-Atlantic Flight of Seaplanes NC-1, NC-3 and NC-4, and conducted special weather observations for the flight. On 16 May she received a report that the seaplanes had made departures and course was set for Ponta Delgada, Azores. On 19 May she assisted in the search for Seaplane NC-3, arriving at Ponta Delgada 20 May. She returned to Hampton Roads, 31 May.

After brief operations in the Southern Drill Grounds off Cape Henry, *Florida* entered the Boston Navy Yard 20 June for repairs. On 5 January 1920 she again sailed to join the fleet in Cuban waters, returning 1 May for operations off the east coast of the United States.

Florida sailed from Hampton Roads 9 December, with the Secretary of State and party on board, for visits to Brazil and Uruguay. She returned to Hampton Roads 25 January 1921 when the Secretary transferred to *Niagara* for transportation to Washington, D.C. She was at Boston for repairs until 13 February when she again sailed for operations at Guantanamo Bay, returning to Hampton Roads 21 April. *Florida* then conducted operations out of Boston and Provincetown, Hampton Roads, NY, and Eastport, ME. On 12 November 1921 she entered the Boston Navy Yard for repairs.

Remaining at Boston until 4 January 1922, the battleship sailed to join the Control Force, U.S. Atlantic Fleet, for maneuvers at Guantanamo Bay. She sailed to Piney Point, MD, on 25 April and, from 30 May to 30 August, was engaged in a midshipmen practice cruise to the Caribbean Sea and to Halifax, Nova Scotia.

On 4 September 1922 *Florida* was once again in the Boston Navy Yard for overhaul, where she remained until 20 May 1923. Commencing 9 June she was on a midshipmen practice cruise to European waters, returning 29 August. She then engaged in maneuvers and exercises with the Scouting Fleet off the east coast of the United States. In June 1924 *Florida* visited New York to participate in the Democratic Convention. On 25 July she was placed in reserve at Boston Navy Yard to undergo a period of modernization.



The USS Florida (BB-30)

Modernization of *Florida* was completed by 24 October 1926 and she then sailed on a shakedown cruise to Cuban waters. In May 1927 she participated in the Presidential review at Boston and afterwards cruised with men of the Reserve Officer Training Corps abroad.

From 1928 to 1930 *Florida* was attached to Battleship Division Two, Scouting Fleet, engaged in fleet maneuvers, gunnery exercises and other operations along the Atlantic Coast and in Cuban Waters. During the summer she conducted midshipmen practice cruises. From 30 August 1930 to 5 September 1930, *Florida* visited Baltimore for the Veterans of Foreign Wars Celebration. She arrived at Philadelphia Navy Yard 16 February 1931.

On 1 April 1931 *Florida* was placed on the list of Navy vessels to be disposed of by salvage, in accordance with the London Treaty, and on 6 April 1931 she was stricken from the Navy list. Her final scrapping, including all shipment of materials sold or reserved, was completed on 30 September 1932.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *GEORGIA* (BB-15)

Georgia (BB-15) was built by the Bath Iron Works, Bath, ME. Her keel was laid 31 August 1901 and she was launched 11 October 1904 under the sponsorship of Miss Stella Tate, sister of Georgia Congressman Carter Tate. The battleship commissioned in the Boston Navy Yard 24 September 1906, Captain R.G. Davenport, USN, in command.

Georgia had a length overall of 441 feet, 3 inches; extreme beam, 76 feet, 3 inches; normal displacement, 14,948 tons; mean draft, 23 feet, 9 inches; designed speed, 19 knots, and a designed complement of 40 officers and 772 men. She was originally armed with four 12-inch ,40 caliber guns; eight 8-inch .45 caliber guns; twelve 6-inch .50 caliber guns; twelve 3-inch .50 caliber guns; twelve 3-pounders; eight .30 caliber guns and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

After she was fitted out and had completed a short shakedown cruise, *Georgia* joined the Atlantic Fleet as flagship of Division Two, Squadron One. She departed Hampton Roads 26 March 1907 for Guantanamo Bay, where she participated in gunnery practice with the fleet. *Georgia* went briefly to Boston Navy Yard for repairs, then joined with other ships in ceremonies opening Jamestown Exposition. President Theodore Roosevelt and other dignitaries present reviewed the fleet 10 June 1907; and 11 June was proclaimed "Georgia Day" in special ceremonies aboard *Georgia*.

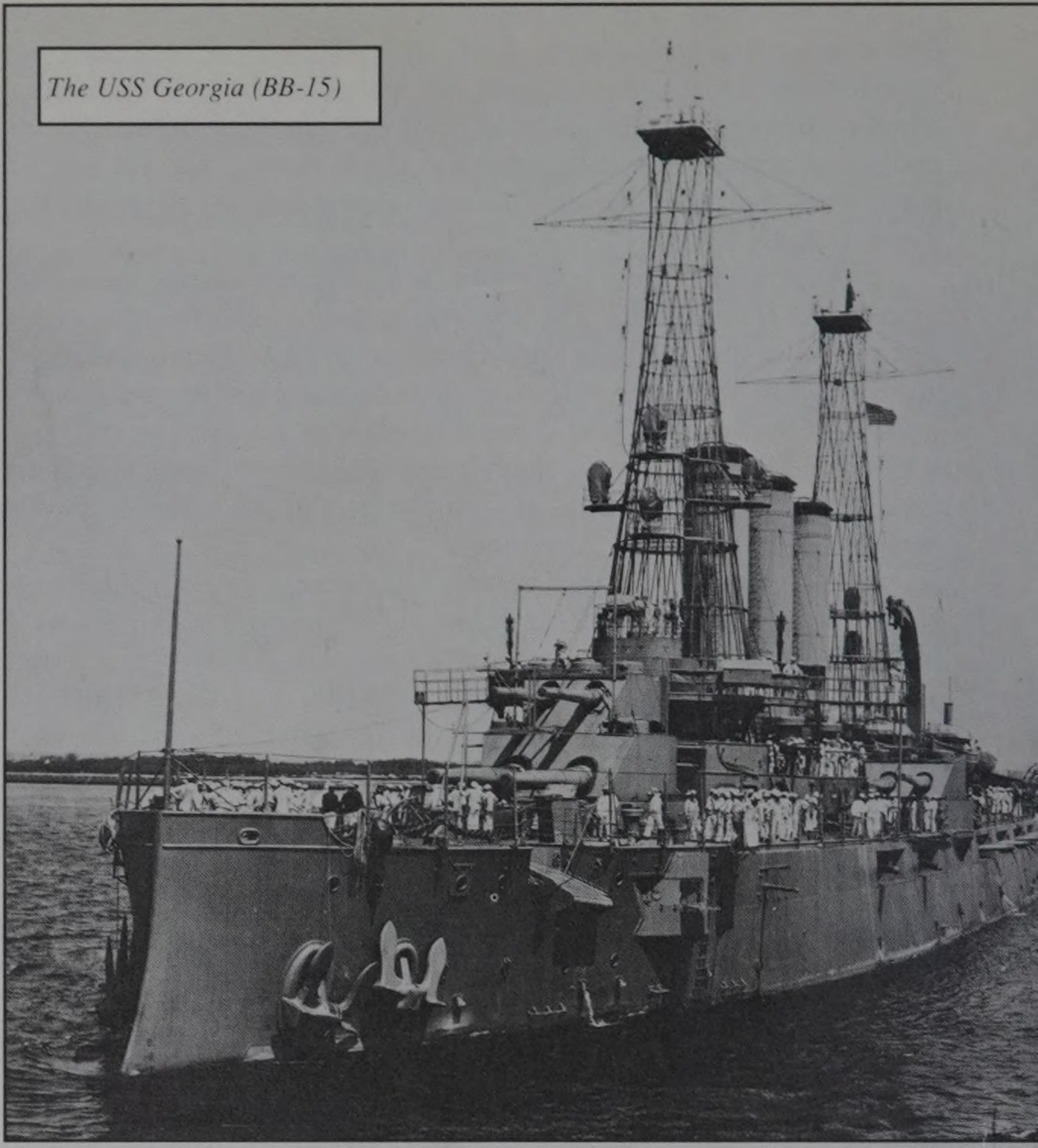
The battleship next sailed with the fleet for target practice in Cape Cod Bay, arriving 15 June. On 15 July, during the drills, a powder charge ignited prematurely in *Georgia's* after 8" turret, killing ten officers and men and injuring eleven. Condolences for the loss from this tragic accident were received from all over the world.

The battleship then participated in the tercentenary of the landing of the Pilgrims, 16-21 August 1907, after which she rejoined the fleet for battle maneuvers before mooring at League Island, New York, 24 September, for overhaul.

Arriving in Hampton Roads 7 December, *Georgia* gathered with fifteen other battleships, a number of transports and a torpedo boat squadron, for the great naval review preceding the cruise of the Atlantic Fleet to the West Coast. The fleet visited many South American countries during the initial phase of this highly successful voyage, then met with ships of the Pacific Fleet in San Francisco Bay where, 8 May 1908, they were reviewed by the Secretary of the Navy.

Georgia went on serving with the Atlantic fleet in exercises and battle maneuvers, interspersed by periods of overhaul, until 2 November 1910, when President William Howard Taft reviewed the fleet prior to its departure for France. Following elaborate battle and scouting maneuvers in those waters, *Georgia* and the other ships of the fleet visited Weymouth, England, then returned to Guantanamo Bay 13 March 1911.

From 1911 to 1913 *Georgia* continued to train and to serve as a ceremonial ship and on 5 June 1913 she participated in a practice cruise for Naval Academy midshipmen which took up two-months time. After a long overhaul period in Boston Navy Yard, the battleship arrived off the coast of Mexico with other fleet units, 14 January 1914, to protect American interests in the troubled Vera Cruz-Tampico area. In March, the busy ship returned briefly to Norfolk, Virginia, but was soon back cruising Mexican waters. From August to October she hovered off the coast of Haiti for the protection of American civilians in that country.


The USS Georgia (BB-15)

After another overhaul, *Georgia* joined the fleet off Cuba, 25 February 1915, for winter maneuvers and spent the rest of the year in further training and ceremonial duties. She arrived at Boston Navy Yard 20 December 1915 and was decommissioned 27 January 1916.

Assigned as a receiving ship at Boston, *Georgia* was recalled to active duty following then outbreak of WWI, was having been again commissioned on 6 April 1917. For the next eighteen months, while based in the York River, in Virginia, she operated with the Third Division, Battleship Force, in fleet tactical exercises and merchant crew gunnery training. She joined with Cruiser Force Atlantic for a short time in September 1918 to escort convoys en route to meet their eastern escorts. On 10 December the battleship was fitted out as a transport and attached to the Cruiser and Transport France for the purpose of returning troops of the American Expeditionary Force to the United States. *Georgia* made five voyages to France, from December 1918 to June 1919, and brought home nearly 6,000 soldiers.

Georgia was next transferred to the Pacific Fleet as flagship of Division Two, Squadron One. She left Boston for San Diego, via the Panama Canal, 16 July 1919 and, after participating in ceremonial operations for two months, entered Mare Island Naval Shipyard for repairs 20 September. Here *Georgia* stayed until decommissioning 15 July 1920. She was eventually sold for scrap, 1 November 1923, in accordance with the Washington Treaty for the limitation of naval armaments, and was stricken from the Navy list 10 November 1923.

From: United States Battleships,
The History of America's Greatest Fighting Fleet

USS *IDAHO* (BB-42)

The *Idaho* was the third United States ship of the line to bear that name. The first *Idaho* was built during the Civil War, but was commissioned too late to fight in that war. She also visited Japan as a unit of our Asiatic Squadron. The second *Idaho* was a forerunner of the modern battleships; launched in December 1905, she displaced 13,000 tons. She was sold to Greece at the beginning of World War I.

The last *Idaho* was ordered in November of 1914 and the keel was laid in January of 1915 at the New York Shipbuilding Company Ways in Camden, NJ She was launched on 30 June 1917, and commissioned on 24 March 1919, under the command of Captain Carl T. Vogelgesang, USN. Her peacetime story was one of routine upkeep, gunnery practices, and annual summer and winter maneuvers. *Idaho* turned out some powerful championship football and baseball teams during this period.

Her first special event was in July 1919 when she transported the President-Elect of Brazil from the United States to Rio de Janeiro. In 1922 she took the Secretary of the Navy and the Secretary of the Interior to Alaska, and in 1925 she made her first visit to Australia and New Zealand in company with other fleet units.

In 1927 the "I" returned to the East Coast for the fleet review held in New York, and in 1931 she flew the battle efficiency pennant. At this time *Idaho, Mississippi* and *New Mexico*, comprising Battleship Division four, were put in the shipyard for rebuilding and modernization. Newly-designed superstructures replaced the cage masts and the shape of the hull was altered by the addition of blisters. The armor was increased and anti-aircraft fire power was added. In 1934 these ships were formed in Battleship Division Three and were the most modern and powerful dreadnoughts the world had ever known.

At the outbreak of World War II in 1939, the *Idaho* was on the East Coast preparing to visit several ports, but she returned immediately to the West coast, and eventually was based at Pearl Harbor. In the spring of 1941, *Idaho* was one of several units deployed to the Atlantic to put teeth into our neutrality policy. *Idaho* was the first U.S. battleship to cross the Arctic Circle, and on another occasion, she entered the Straits of Denmark in search of another occasion, she entered the Straits of Denmark in search of the German "Von Tirpitz." About this time the "I" fired a few rounds of 5-inch at what appeared to be a periscope, thus her shooting days began before Pearl Harbor.

On December 8, 1941 *Idaho* quickly replenished at her Iceland base and speeded to the West Coast via Norfolk and the Canal. During most of 1942 and early 1943, *Idaho*, along with other major units of the fleet, formed a last line of defense against a possible Japanese stab at the U.S. West Coast. In April of 1943 she headed north for her first offensive role in the Aleutian campaign. She bombarded Attu and Kiska in support of our operations in those areas, and proved that the sustained pounding by the major calibre naval guns would be an indispensable part of the island-hopping Pacific War.

After the Aleutians began a rugged two-year campaign of bombarding Japanese-held positions. First there were Makin and Tarawa in the Gilberts in November, 1943, followed by Kwajalein Atoll in the Marshalls in February, 1944. After crossing the Equator and re-arming at Efate, in the New Hebrides, the *Idaho* took part in a diversionary bombardment of Kavieng on New Ireland, while the Marines landed on Emirau Island 75 miles northwest, successfully completing the encirclement and isolation of the Bismarck Archipelago.

Another memorable visit to Sydney during April 1944, and then the *Idaho* returned to pound naval objectives in the Marianas Islands. Afterwards, Peleliu received a murderous bombardment until these islands were secured. At this time the fleet was preparing for the invasion of Leyte, but the six operations and 150,000 miles of steaming has taken its toll, and the *Idaho* returned to Bremerton for a regular overhaul and a Christmas holiday in the States.

She returned to the Pacific battle at Iwo Jima and hurled tons of projectiles at the deep-set enemy gun emplacements in the cliffs of volcanic rocks. After a major replenishment at Ulithi, *Idaho*, in company with one of the largest striking forces ever assembled, moved defiantly into Japanese home waters, for the Okinawa operations.

Okinawa was the *Idaho's* last and most vigorous operation in the Pacific war. Her new five-inch guns with enclosed mounts were used to good advantage against determined enemy air attacks, including a wild four minutes when five kamikaze planes attacked, and one was splashed so close aboard that the ship's deck was littered with fragments of the plane. During this operation the "I" got credit for splashing nine planes and sinking one enemy merchantman. On August 26, 1945 she entered Sagami Bay and later Tokyo Bay as part of the initial occupational force of Japan.

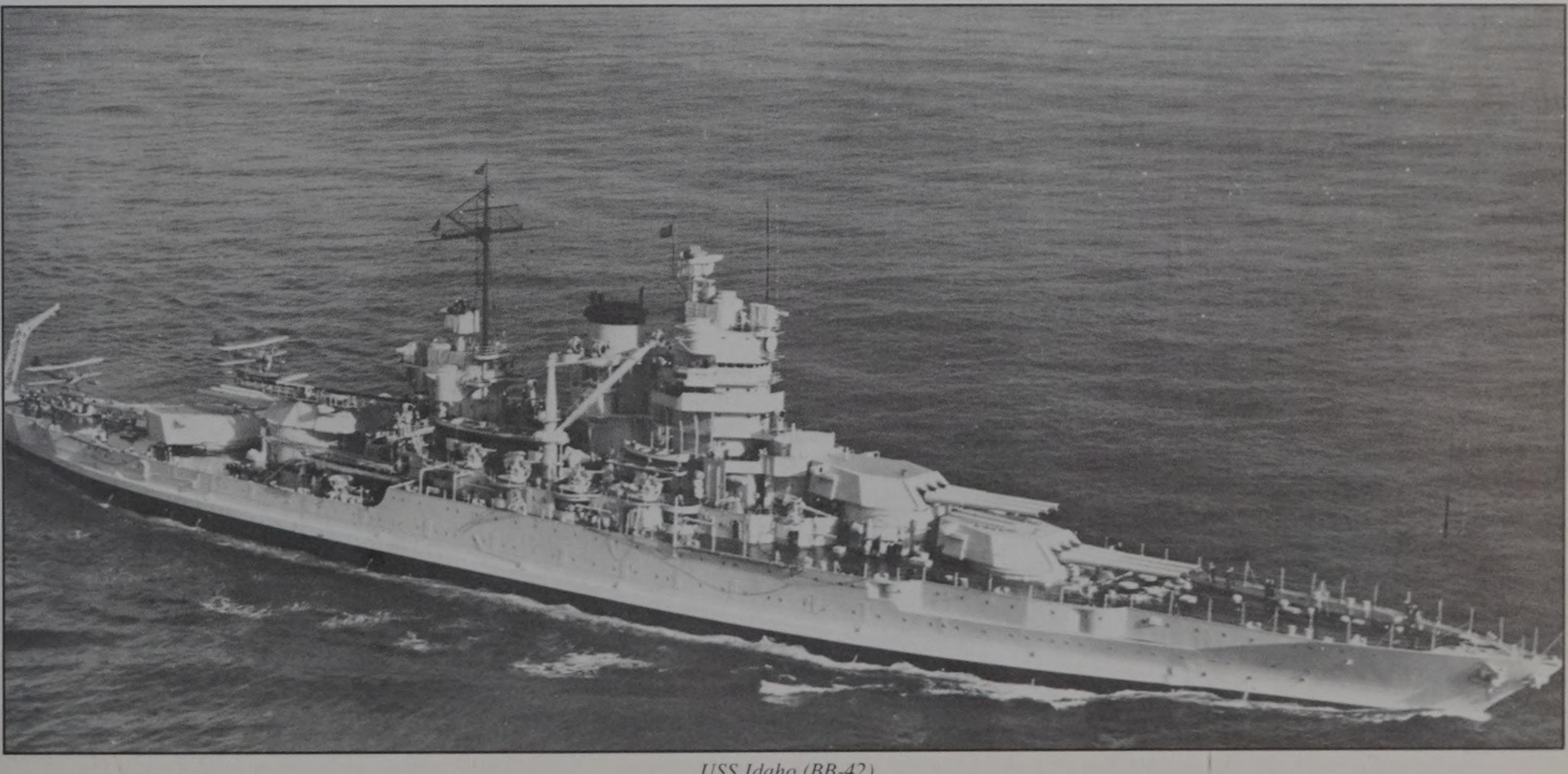
In September 1945 *Idaho* sailed home with 600 returning veterans and her own battle-weary crew. She was decommissioned on 3 July 1946; on 16 September 1947 she was stricken from the Naval Register, and on 24 November 1947 the famous *Idaho* - the "big spud" - was sold to Lipsett, Inc. of New York City to be cut up for scrap. Thus ends the saga of the fine battleship *Idaho*, which served as such a happy home to so many men during her 28 years creditable service to the U.S. Fleet.

USS *ILLINOIS* (BB-7)

llinois (BB-7) was built by the Newport News Shipbuilding and Dry Dock Company. Her keel was laid 10 February 1897 and she was launched 4 October 1898 under the sponsorship of Miss Nancy Leiter, daughter of Mr. Levi Z. Leiter of Chicago. The ship was placed in commission at Newport news 16 September 1901, when Captain George Z. Converse, USN, assumed command.

Illinois had a length overall of 375 feet, 4 inches; extreme beam, 72 feet, 3 inches; normal displacement, 11,565 tons; mean draft, 23 feet, 6 inches; designed speed, 16 knots, and a designed complement of 40 officers and 496 men. She was originally armed with four 13-inch .35 caliber guns; fourteen 6-inch .40 caliber guns; sixteen 6-pounders; six 1-pounders; four .30 caliber guns and four 18-inch surfaced torpedo tubes. The maximum thickness of her armor was 18 inches.

After fitting out, she conducted training operations in Chesapeake Bay and on 20 November 1901 departed Hampton Roads for New Orleans, arriving at Naval Station, Algiers, Louisiana, 27 November. *Illinois* was used in testing a new floating dry dock at the Algiers station from 2 January until 11 January 1902.



USS Idaho (BB-42)

Departing New Orleans on 13 January, *Illinois* visited Havana, Cuba, and returned to Newport News 22 January. In February she steamed to New York where, from the 15th to the 28th, she served as flagship of Rear Admiral Robley D. Evans, Commander-in-Chief of the special squadron formed for the reception of His Royal Highness, Prince Henry of Prussia. *Illinois* was rigged with decorations, displaying an illuminated sign reading, "Welcome, Prince Henry." Admiral Evans' flag was hauled down 28 February and *Illinois* entered the New York Navy Yard for repairs and fitting out for foreign duty. On 24 March a detachment of one section of infantry, in charge of Naval Cadet L. B. McBride, left *Illinois* to participate in the Military Tournament at Madison Square Garden, New York City.

Illinois, bearing the flag of Rear Admiral A.S. Crowninshield, sailed from New York 30 April for Naples, arriving there 18 May, at which time Admiral Crowninshield took command of the European Station. On 17 June *Illinois*, flying the flag of the Commander-in-Chief of the station, arrived at Southampton; then, on 24 June, she steamed to Spithead, England, to take part in the Naval review. She departed Spithead, 29 June, for Gravesend, England, where she remained until 12 July, then sailed for Christiana, Norway, where she arrived 14 July. While entering the harbor at Christiana, *Illinois* struck a rock, sustaining damages to her bottom. She returned to England for repairs and was in dry dock at Chatham, England, from 24 July to 1 September.

From England, *Illinois* sailed to Villefranche, France, where she conducted drills and exercises until November. She then steamed to the West Indies to join the South Atlantic Squadron in a search problem, after which she gathered with the joint combined fleets for winter maneuvers.

On 10 January 1903 *Illinois* was detached from the European Squadron and assigned to the North Atlantic Fleet. (She operated with the North Atlantic and Atlantic Fleets until 1910, engaging in fleet maneuvers, tactics and target practice, and taking part in Presidential reviews.) Under command of Lieutenant Commander Thomas P. Magruder, USN, she departed, on 16 December 1907, from Hampton Roads as part of the Battleship fleet on a cruise around the world. With *Connecticut* as flagship, the fleet sailed to Trinidad, British West Indies, then to Rio de Janeiro, Brazil; Sandy Point, Chile; Callao, Peru; Magdalena Bay, Mexico, and up the west coast, arriving at San Francisco 6 May 1908.

At San Francisco, Rear Admiral Charles S. Sperry assumed command of the fleet. The fleet departed San Francisco 7 July and, after visits to Honolulu, Auckland, Sydney, Melbourne, Manila, Yokohama and Colombo, arrived at Suez, Egypt, 3 January 1909. At Suez, word was received of an earthquake in Sicily, and *Illinois, Connecticut* and *Culgoa* were dispatched at once to Messina to give aid to the victims. The crew of *Illinois* recovered the bodies of the American Consul and his wife, entombed in the ruins at Messina.

Later, the fleet station ship *Scorpion,* at Constantinople, and refrigerator ship *Celtic* were hurried to Messina, relieving *Connecticut* and *Illinois* so that they could resume their cruise.

The fleet departed Messina, 9 January 1909, for Naples, Italy; from there, the ships went to Gibraltar, then on to Hampton Roads, Virginia, arriving on 22 February. President Theodore Roosevelt reviewed the fleet as it passed into the roadstead.

Illinois was ordered out of commission at the Boston Navy Yard on 4 August 1909 and in reserve commission 15 April 1912. On 2 November 1912 she was placed in full commission, and she participated in exercises and battle practice with the Atlantic fleet.

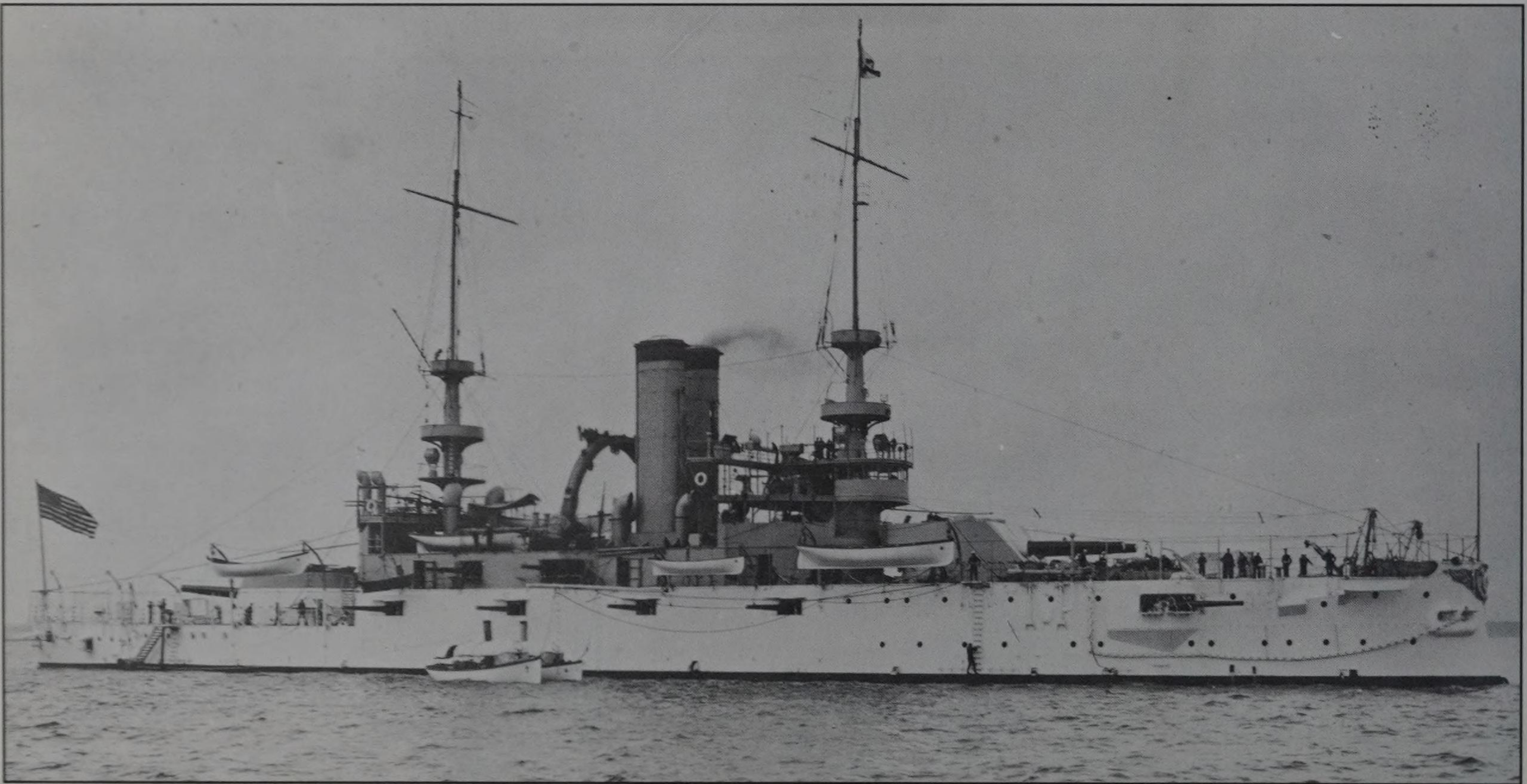
During the summers of 1913 and 1914 *Illinois* made midshipmen cruises to European waters, after which she was laid up at the Philadelphia Navy Yard. During World War I she was attached to the Atlantic Reserve Fleet and in 1919 was again laid up at Philadelphia. On 23 October 1921 she was loaned to the State of New York for use by the Naval Militia.

On 14 February 1924 *Illinois* was adjudged incapable of further combative service but under terms of the Washington Treaty was retained in the Navy for non-combatant purposes. She was later fitted out as a floating armory for use by the New York Naval Reserve. Her classification was changed from battleship Number 7 to IX-15 on 8 January 1941 and on 23 January 1941 her name was changed to *Prairie State*. During World War II she served as U.S. Navy Reserve Midshipman's Training School, at New York, and she subsequently was retained on loan to the State of New York and used, until 31 December 1955, as quarters for a Reserve Unit.

Illinois was stricken from the Navy List 26 March 1956 and listed for disposal. She was towed from New York at Baltimore, where, on 18 May 1956, she was sold for scrap to the Bethlehem Steel Company for $278,260.

(**NOTE**: *Illinois* [BB-65] was authorized for construction by the Philadelphia Navy Yard. Her keel was laid 15 January 1945 but construction was cancelled 12 August 1945. She was designed as follows: length overall, 887 feet, 3 inches; extreme beam, 108 feet, 2 inches; normal displacement, 45,000 tons. She was to have been armed with nine 16-inch .45 caliber guns; twenty 5-inch .38 caliber guns and 20 quadruple 40-mm anti-aircraft mounts.)

From: United States Battleships, The History of America's Greatest Fighting Fleet



USS Illinois (BB-7)

USS *INDIANA* (BB-58)

The third battleship to be named in honor of Indiana was laid down on 20 November 1939 at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. Two years and a day later (21 November 1941) the vessel was launched in a pre-war ceremony with Secretary of the Navy Frank Knox giving the key note address. Serving as sponsor for the new battleship was Mrs. Lewis C. Robbins, daughter of Indiana's Governor.

The first *Indiana* had the honor of being the first vessel to be ordered and built as a battleship, although the *Maine* had been commissioned as such. BB-1, which was commissioned on 20 November 1895, took part in the battle of Santiago Bay and destruction of the Spanish Fleet on 3 July 1898, during the Spanish-American War. She was decommissioned in 1919, used as a target for experimental firing and her hulk was sold on 19 March 1924. The second *Indiana* (BB-50) was scrapped while 34% completed under the terms of the 1924 Treaty for the Limitation of Naval Armament.

While *Indiana* was being fitted out, the Japanese struck at Pearl Harbor. *USS Indiana's* completion was hurried even more, and on 30 April 1942 she was commissioned with Captain A.S. Merrill, USN, as her first commanding officer.

The *Indiana* had her outfitting and arming completed and conducted her shakedown cruise in the Casco Bay, Maine area. Gunnery exercises were among the most important features of the intensive training with every gun mount, from the 16-inch rifles of the main batteries to the 20mm mounts of the anti-aircraft guns being given considerable workout.

Fully laden with ammunition and supplies, *USS Indiana* churned out of Hampton Roads, Virginia on 9 November enroute to Tongatabu Island via the Panama Canal. The vessel dropped anchor in Nukualofa Harbor, Tongatabu, Tonga Islands and reported for duty with the Pacific Fleet on 28 November.

These major ships, plus a few cruisers and destroyers protected the American landings on Guadalcanal. There was never a battle for the *Indiana* group, only a constant threat of one, with the Japanese Fleet feinting and dodging. Earlier in this campaign, however, the enemy had struck another hard blow. A group of Japanese cruisers and destroyers approached Guadalcanal undetected, and had smashed an Allied cruiser force there, sinking *HMAS Canberra, USS Astoria, USS Quincy,* and *USS Vincennes,* in what is now known as the First Battle of Savo Island.

From January to May 1943 the *Indiana* operated from Noumea, New Caledonia, guarding against the Japanese threat in the South Pacific and engaging in training exercises. During June and July the ship operated with Task Group 36.3 in the Coral Sea.

Indiana departed from Noumea on 31 July 1943, enroute to Pearl Harbor, arriving there on 9 August. Departing Pearl Harbor on 21 August, the *Indiana* joined TF 15 on the 23rd and participated in the Marcus Island raid on the 31st. Following this raid *Indiana* returned to Pearl Harbor, where she was drydocked for 16 days.

BB-58 set course from Pearl Harbor on 21 October 1943, with TG 53.3, mooring at Tambako, Nandi, Viti Levu, Fiji on 7 November. *Indiana*, with Battleship Divisions 6, 8 and 9, got underway from Fiji four days later, joined TG 50.2 and proceeded to the enemy-held Gilbert Islands.

At Tarawa she was with the northern group of Allied forces, near Makin Island, when enemy torpedo bombers from the Marshalls attacked. The torpedo planes came in low, just off the water, with *Indiana's* guns sending up a terrific barrage.

On 8 December *Indiana* bombarded Nauru. Afterward the ship proceeded to Havannah Harbor, Efate, New Hebrides.

The battleship departed Havannah Harbor, 18 January 1944 for Funafuti, Ellice Islands and arrived there on 20 January 1944, enroute to Kwajalein, Marshall Islands. *Indiana* took part in the Kwajalein campaign as part of the bombardment force from 23 to 31 January. On 1 February, while dropping out of formation to fuel the escorting destroyers, *Indiana* was rammed by the battleship *Washington*. In maneuvering in the darkness, she cut across the bow of *Washington*, which then knifed 20 feet into the starboard side of *Indiana* and sheared off 200 feet of her plating. Sixty feet of *Washington's* forecastle crumpled like cardboard, with the collision being heard for miles.

When morning came the ship slipped into Majuro Lagoon, which had been taken from the Japanese just 48 hours before. After temporary repairs had been made, she stood out of the lagoon on 7 February, enroute to Pearl Harbor. *Indiana* limped to Pearl Harbor, arriving there on the 13th and she went into the Navy Yard for repairs.

Indiana joined Task Force 58 and raided Truk and bombarded Ponapo Island on 1 May, anchoring at Majuro on the 4th.

Arriving in June, 1944, operating as part of Task Group 58.3, she participated in the Marianas campaign. On 13 June the task group turned their guns on Saipan, pounding all the enemy installations on that island.

The First Battle of the Philippine Sea was brewing, with the Japanese and American fleets maneuvering, each trying to hit the other at long range with aircraft. On 19 June the deluge came, with Task Force 58 under air attack almost continuously. Each ship was sending up a seemingly impenetrable curtain of anti-aircraft fire, but the Japs came on. *Indiana's* gunners shot the wing off an enemy plane coming on the ship from her port quarter and it plunged into the sea near by.

An enemy torpedo plane came on through *Indiana's* concentrated fire and dropped a torpedo. The plane was downed by the ship's guns but the torpedo came on, but for some unknown reason detonated when about 50 yards from the ship.

Another Jap came too close to *Indiana's* fire and went down before her guns. Just after noon, an enemy plane dropped a bomb or tail off and it spiraled into the sea. Almost at the same time, another Jap approached on the starboard beam. When it was 1000 yards off, it caught fire, swerved up, then dived down and crashed into the battleship's side.

Indiana, steaming with Task Force 58, remained at sea for 64 days during the Marianas operation, conducting air strikes until Saipan, Guam, and Tinian were secure. After a two-week recreation replenishment stop at Eniwetok, *Indiana*, now attached to Task Force 38, steamed south. The fleet covered the landings at Palau and then sailed along the Philippines chain, pounding airfields and other enemy installations as it went. *Indiana's* planes sometimes dropped under the very noses of the enemy to pick up downed carrier pilots.

After two years of high speed operation, *Indiana* was in need of basic repairs. The ship put in at Manus and then steamed to Bremerton, WA, docking at the U.S. Navy Yard on 23 October. After her overhaul had been completed, *Indiana* churned out of Bremerton on 6 December 1944 enroute to Pearl Harbor.

Upon arriving at Pearl Harbor on 12 December 1944, the battleship conducted training exercises, and on the 10th she stood out of Pearl Harbor enroute to bombard Iwo Jima via Eniwetok and Saipan. At Saipan she was joined by three cruisers and on the 24th the force bombarded Iwo Jima. The only opposition encountered was two enemy planes one of which was shot down.

Anchoring at Ulithi on 26 January, *Indiana* rejoined Task Force 58, and on 10 February she sortied with the Fifth Fleet for the Iwo Jima Operation. While the U.S. Marines landed on Iwo Jima the fleet stood between the landings and Japan.

On 17 February 1945, *Indiana,* steaming in the support of Task Group 58.1, participated in the first carrier air raid on Tokyo. The task group then sailed south and made successive air strikes on Chichi Jima, Iwo Jima, and Haha Jima, returning to strike at Tokyo on the 25th. Following an air strike on Okinawa on 1 March *Indiana's* group proceeded to Ulithi for replenishment, arriving there on the 5th.

Indiana, steaming with the 5th Fleet, set course from Ulithi on 14 March enroute to the Okinawa Invasion operation. On the 18th and 19th *Indiana* supported the fast carrier force, during air strike on the Jap homeland. Enemy air opposition was encountered and broke on this strike. From 23 March to mid-June *Indiana* bombarded Jap targets and supported fast carrier operations against Okinawa.

During the hard months when the U.S. fleet had slowly bent back the Jap offensive, the Japanese Air Force and Navy were being ground down. While supporting the Okinawa operation, the Indiana's task group went on the prowl for an enemy naval force reported heading southward from the homeland. Her task group was joined by other American forces and on 7 April 1945, Task Force 58's planes discovered and sank the large enemy battleship *Yamato,* cruiser and destroyers.

In May and June, the battleship continued her role as support ship to the fast carriers which were supporting the ground operations on Okinawa. The enemy suicide planes became fewer as U.S. planes and anti-aircraft fire took their toll every time the Japs ventured near.

On 5 June the *Indiana* group was caught in the center of a typhoon. *Indiana* lost steering control during the height of the storm and one of her engines was knocked out, but she rode out the typhoon incurring minor damage.

Still able to operate efficiently, *Indiana*, in company with *Alabama*, *Massachusetts* and five destroyers, bombarded Minami Daito Jima on 10 June, before proceeding to San Pedro Bay, Leyte.

The battleship anchored at Leyte on the 13th and remained there until 1 July when she steamed toward the Japanese home islands. Operating as a unit of Task Group 38.1, *Indiana* supported carrier air strikes and bombarded Japan during July and August. On the 15th of August, two air strikes on Tokyo were recalled just short of their target, when the cessation of hostilities was announced.

On 5 September the *Indiana* dropped anchor in Tokyo Bay, marking the end of a long but victorious trail. On the 14th, *Indiana* set course for the West Coast via Pearl Harbor, arriving at San Francisco, California, on 29 September 1945.

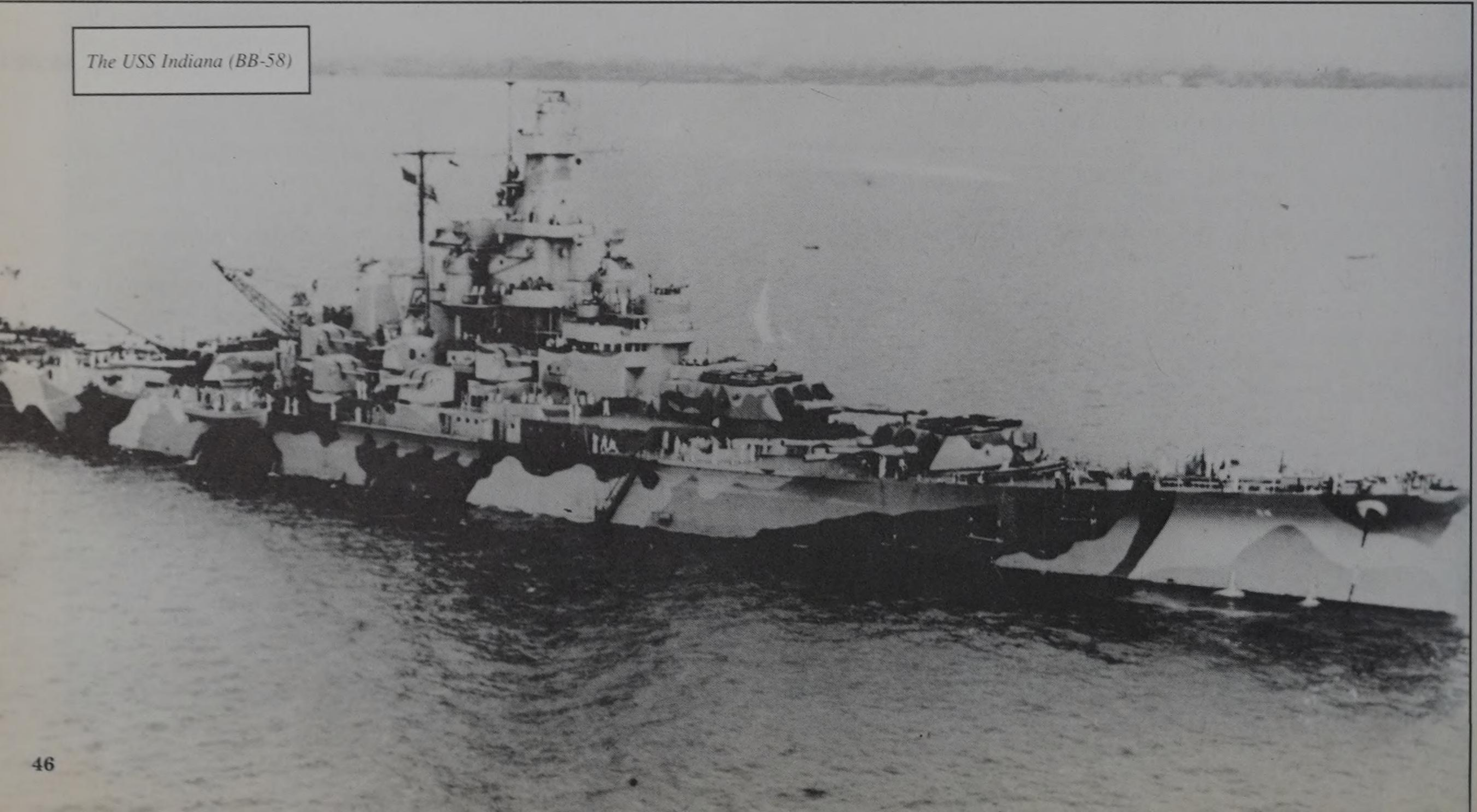
Indiana moved to the Puget Sound Navy Yard on 31 October where she was subjected to a major overhaul. She was placed "in commission in reserve" in the Bremerton Group of the Pacific Reserve Fleet on 11 September 1946 and on 11 September 1947 her status was changed to "in service in reserve."

Submitted by George Novak

USS INDIANA AWARDS

★ One Star - Pacific Raids: 1942 Marcus Island Raid: 31 August 1943
★ One Star - Gilbert Islands Operation: 13 November to 8 December 1943
★ One Star - Marshall Islands Operation: 1943-1944
Occupation of Kwajalein and Majuro Atolls: 29 January to 8 February 1944
★ One Star - Asiatic-Pacific Raids: 1944 – Truk, Satawan, Ponape Raid: 29 April to 1 May 1944
★ One Star - Marianas Operation: 1944
Capture and Occupation of Saipan: 11 June to 10 August 1944
Battle of Philippine Sea: 19-20 June 1944
Capture and Occupation of Guam: 12 July to 15 August 1944
Palau, Yap, Ulithi Raid: 25-27 July 1944
★ One Star - Western Caroline Islands Operation: 1944
Capture and Occupation of the Southern Palau Islands: 6 September to 14 October 1944
Assaults on the Philippine Islands: 9-24 September 1944
★ One Star - Iwo Jima Operation: 1945
Assault and Occupation of Iwo Jima: 15 February to 16 March 1945
Fifth Fleet Raids against Honshu and the Nansei Shoto: 15 February to 16 March 1945
Bombardments of Iwo Jima: 11 November 1944 to 24 January 1945
★ One Star - Okinawa Gunto Operation: 1945
Fifth and Third Fleet Raids in support of Okinawa Gunto Operation: 17 March to 11 June 1945
★ One Star - Third Fleet Operations against Japan: 10 July to 15 August 1945

The USS Indiana (BB-58)



USS IOWA (BB-61)

The second *Iowa* (BB-61) was built at the New York Navy Yard, and was launched on 27 August 1942 under the sponsorship of Mrs. Henry A. Wallace, wife of the vice-president of the United States. She was commissioned 22 February 1943 under command of Captain John L. McCrea, USN.

Iowa (BB-61) was the first battleship of her class, having a length overall of 887 feet, 3 inches; extreme beam, 108 feet, 2 inches; mean draft, 37 feet, 9 inches; normal displacement, 45,000 tons; designed speed, over 30 knots, and a designed complement (including flag allowance) of 117 officers and 1,804 men. She was originally armed with nine, 16-inch .50 caliber guns and a secondary battery of 20, 5-inch .38 caliber dual-purpose guns.

Iowa put to sea with a complement of approximately 2,800 officers and men. For three months the ship underwent shakedown in Chesapeake Bay and along the Atlantic Coast. On 27 August 1943 she got under way for Argentia, Newfoundland, and her first assignment was the "*Tirpitz* Watch," during which she neutralized the threat of the German battleship in Norwegian waters.

From 29 January to 3 February 1944 *Iowa* supported carrier air strikes by Rear Admiral Sherman's task group against Kwajalein and

Eniwetok Atolls in the Marshall Islands, returning to Majuro Atoll 4 February and remaining until 12 February. Her next duty was in support of air strikes against the Japanese naval base at Truk, Caroline Islands.

On 16 February, shortly after carrier strikes on Truk, *Iowa*, in company with *New Jersey*, plus two cruisers and four destroyers, was detached from the support group to steam on an anti-shipping sweep around that island in an effort to destroy enemy vessels escaping to the north.

On 18 March 1944 *Iowa*, flying the flag of Vice Admiral Willis A. Lee, Jr., USN, with battleship *New Jersey*, a carrier and some destroyers, bombarded Milli Atoll in the Marshall Islands. During this action, *Iowa* was struck by two Japanese 4.7 projectiles. On 19 March *Iowa* returned to Majuro Atoll for regrouping with Task Group 58.2 and on 30 March she supported air strikes against Palau and Woleai Islands of the Caroline Islands Group. The Task Group then steamed for Humboldt Bay, New Guinea.

From 22 to 28 April *Iowa* supported air strikes on Hollandia, Aitape and Wakde Islands, including support to Army forces landed at Aitape, Tanahmerah Bay and Humboldt Bay in New Guinea. On 29 April aircraft of Vice Admiral Mitscher's Task Force commenced a two-day combing attack on Japanese shipping, oil and ammunition dumps, aircraft facilities and other installations at Truk, Caroline Islands. On 1 May *Iowa*, flying the flag of Rear Admiral Hustvedt, participated in the bombardment of the wharf area, the enemy seaplane base and other facilities on Ponape Island in the Caroline Islands.

Iowa, as a unit of Vice Admiral Mitscher's Fast Carrier Task Force, was en route, 7 June 1944, to the Marianas Islands. On 12 June she supported six strikes on enemy defenses on the islands of Saipan, Tinian, Guam, Roat and Pagan in the Marianas. Later, as a unit of Vice Admiral William A. Lee's battleship and destroyer task group, *Iowa* was detached from the Task Force, 13 June, to conduct bombardment of enemy installations on Saipan and Tinian. She was relieved 14 June by two task groups of battleships, cruisers and destroyers under command of Rear Admiral Jesse B. Oldendorf and Rear Admiral W.L. Ainsworth.

Iowa, with six other battleships, four heavy cruisers and fourteen destroyers, under command of Vice Admiral Lee in *Washington*, formed a battle line around the aircraft carriers, 19 June, as the Task Force came under attack from Japanese carrier and land-based planes. During four massive attacks, the enemy launched 373 planes on raids and searches. Only 130 of their planes returned. In addition, they lost about 50 Guam-based planes. Three hundred American carrier planes had been engaged in the interceptions; 23 had been shot down and six lost operationally. Vice Admiral Mitscher's Task Force did not lose a single ship.

Throughout July 1944, *Iowa* remained in waters of the Marianas in support of air strikes, including one on Palau Island in the Carolines and strikes on Guam. In early August she returned to Eniwetok for replenishment. On 16 August Captain McCrea was relieved by Captain Allan Rockwell McCann, USN.

Iowa became a unit of Admiral William F. Halsey's Third Fleet in September. Turning eastward, the Task Force struck the Palau Islands 17 September in support of landings on Pelileu Island. Four days later, Luzon was hit by the Task Force, which moved southward to concentrate once again in the Central Philippines area, then retired to Saipan, later being based at Ulithi, Caroline Islands.

In early October, *Iowa* became press ship for the fleet, and its broadcasting, teletype and wirephoto facilities were utilized by leading newspapermen and commentators to transmit on-the-spot war news. On 6 October Rear Admiral Hustvedt, Commander, Battleship Division Seven, with his flag in *Iowa*, was relieved by Rear Admiral Oscar C. Badger, USN. Four days later, *Iowa* arrived off Okinawa for a series of air strikes on the Ryukyus Islands and on Formosa.

In late November the *Iowa* soon departed to meet the threat of Japanese Northern Force approaching Northern Luzon. This mission was interrupted when the Japanese Central Force broke through the San Bernardino Strait and attacked the relatively unprotected American light carrier group in a running fight. *Iowa* and other ships of her task group sped southward but the enemy had begun to retire. Light units of *Iowa's* task group sank Japanese destroyer *Nowaki*, and the battleship remained in waters off the Philippines as a unit of a carrier task group which conducted strikes on Luzon and Formosa. On 28 November Captain McCann was relieved by Captain James L. Holloway, Jr., USN, and in December 1944 *Iowa* sailed for the United States.

Iowa arrived at San Francisco 15 January 1945 for overhaul at Hunters Point Shipyard. On 19 March she took a brief period of training off San Pedro, and then steamed for Okinawa, via Pearl Harbor and Eniwetok, to rejoin her former carrier task group as flagship of Rear Admiral Badger, Commander, Battleship Division Seven.

Commencing 24 April 1945, *Iowa* supported carrier operations for air coverage of Okinawa. On 25 May she returned to the area off the Ryukyus as a unit of Vice Admiral John S. McCain's Task Force 38, and supported air strikes against southern Kyushu. She retired to Leyte on 13 June. The Task Force departed Leyte 1 July and on 10 July air strikes were launched against Tokyo.

Iowa entered Tokyo Bay 29 August 1945 and was one of the support ships in the landing of occupation forces on 30 August. She left for the United States 20 September, arriving at Seattle on 15 October. She sailed for Long Beach, CA, 28 October and engaged in training operations off the California Coast until January 1946.

On 27 January *Iowa* arrived in Tokyo Bay and became the flagship of the Fifth Fleet. She departed for the United States 25 March, arriving in Long Beach 7 April 1946. Until September 1948, under the succeeding commands of Captain Raymond D. Tarbuck, Captain R. M. Stokes, Captain E. A. Solomons and Captain E. F. Jennings, *Iowa* operated from West Coast ports of the United States, engaged in naval reserve and midshipmen training cruises and conducted scheduled drills and maneuvers with the fleet. She entered inactivation at San Francisco in September 1948 and was placed out of commission in reserve on 24 March 1949.

Iowa was recommissioned 25 August 1951 when Captain E. R. Smedburg, III, USN assumed command. Until March 1952 she conducted gunnery exercises and other training operations off the West Coast. She then sailed to the Far East and on 1 April, at Yokosuka, Japan, became the flagship of Vice Admiral Robert P. Briscoe, USN, Commander, Seventh Fleet, to begin operations with Fast Carrier Task Force 77 in support of the United States Forces in Korea.

On 8 April 1952, in company with destroyer *MacKenzie*, *Iowa* conducted gun strikes in the Wonsan-Songjin area on enemy main supply routes, and on 9 April relieved cruiser *Saint Paul* (CA-73) at the bombline. She then steamed for replenishment at Sasebo, Japan, arriving there 17 April.

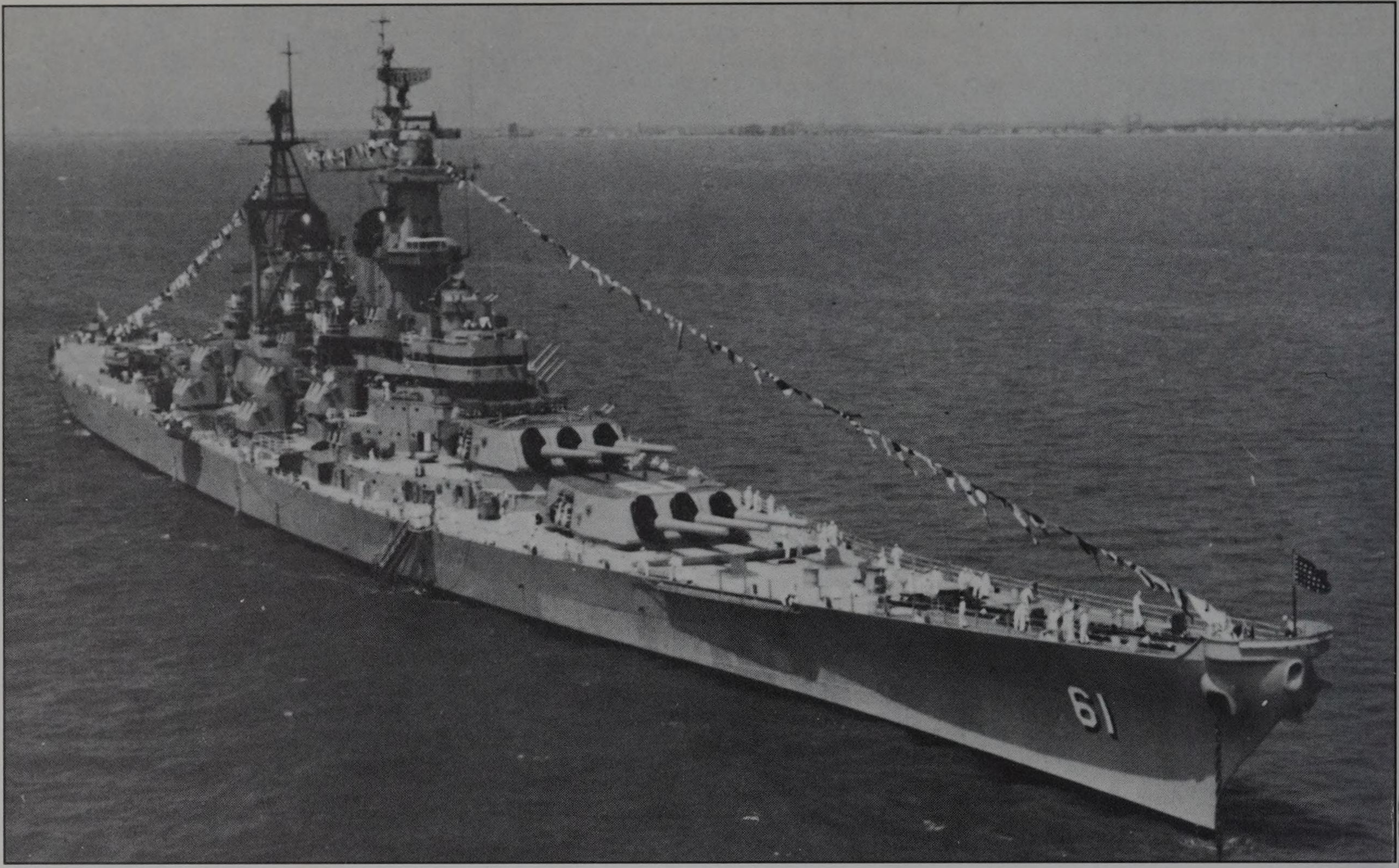
Iowa departed Sasebo 18 April and two days later, together with destroyer *Bole* (DD-755), arrived in the area off Mayang-do and Tachen to bombard the main enemy supply routes. This action continued until 22 April when the battleship, in company with destroyer *Bradford*(DD-545), steamed to carry out gunstrikes in the Teojo-Sinpo area, arriving there in the early morning. *Iowa* came under fire by enemy shore batteries on Mayang-do Island, but these were silenced by the ship's main battery and by aircraft of the Task Force.

On 23 April Admiral Arthur W. Radford, Commander-in-Chief, Pacific Fleet, came aboard and broke his flag in *Iowa*, departing 24 April at Pohang, Korea. Later the same day, the ship commenced gunfire support to United Nations grounds forces on the bombline. This action was interrupted by a gunstrike on Wonsan Harbor, 27 April, which continued until 30 April, when *Iowa* was relieved by cruiser Juneau (CLAA-119). On 20 May Vice Admiral Briscoe was relieved as Commander, Seventh Fleet, by Vice Admiral J.J. Clark.

On 24 May *Iowa*, with Vice Admiral Clark embarked, departed the carrier task force with *Duncan* and after rendezvous with HMAS *Warramunga* and *McCoy Renolds* steamed to participate in an air-sea bombardment to give gunfire support to United Nations ground forces. And on 31 May she conducted gunstrike missions on islands in the harbor of Wonsan. The ship was relieved at the Korean bombline 1 June by cruiser *Saint Paul* and then sailed for Sasebo, Japan, for replenishment.

On 26 June she set course once more for Wonsan to conduct gunstrikes on 27-28 June and after joining with cruiser *Helena* and several destroyers, she bombarded the area of Chongjin, returning to the carrier task force 1 July. The following day, *Iowa* gave gunfire support to troops on the bombline and on 3 July blasted Chongjin. She attacked Wonsan Harbor again, on 5 July, then steamed to the Chodo-Sokto area for a gunstrike mission, 11 July, returning to Sasebo, Japan, on 12 July.

On 15 July *Iowa* struck the Hungnam-Sinpo area and once again



The USS Iowa (BB-61)

bombarded the Mayang-do area. On 16 July she steamed to give gunfire support to troops on the bombline and supported night guerilla landing operations by the Republic of Korea's Fifth Army Corps. On 17 July Admiral W. M. Fechteler, Chief of Naval Operations, and Vice Admiral R. P. Briscoe, Commander, Naval Forces, Far East, came aboard. *Iowa* then steamed to bombard Wonsan Harbor, rejoining the Task Force Carriers on 19 July, when Admiral Fechteler and Vice Admiral Briscoe departed.

General Mark Clark, U.S. Army, CINC of United Nations Forces, came aboard *Iowa,* 23 September 1952, with Vice Admiral Briscoe, Commander, Naval Forces, Far East. The ship steamed to conduct gunstrikes in the Wonsan area while General Clark and Vice Admiral Briscoe inspected United Nations positions on Yodo Island, departing *Iowa* 24 September. The ship then sailed for North Korea patrol duty, carrying out gunfire strikes off Tachon as well as on railway supply line along the Korean coastline.

On 8 July 1953, while on a midshipmen training cruise to Northern Europe, Captain Cooper was relieved by Captain W. R. Loud, USN. After disembarking the midshipmen at Norfolk, *Iowa* returned to Europe to take part in Operation "Mariner," a major NATO exercise, serving as the flagship of Vice Admiral E. T. Wooldridge, commanding the Second Fleet. When completed, *Iowa* began conducting drills and maneuvers in the Virginia Capes area to maintain her fighting standard until the fall of 1954. On 13 September Captain W. C. Bryson relieved Captain Loud as commanding officer.

From November 1954 until January 1955 *Iowa* remained in Norfolk preparing for an extended cruise in the Mediterranean, the first battleship regularly assigned to Commander, Sixth Fleet. Arriving there in late January, she visited ports in Africa, Italy, France, Turkey, Greece and Gibraltar, returning to Norfolk in April.

Iowa participated in brief fleet exercises during October and November 1956, terminated by the Suez Canal crisis, and in December she began preparations for joining the Sixth Fleet in the Mediterranean. On 12 December Captain F. Julian Becton relieved Captain Ailes as commanding officer. On 4 January 1957 *Iowa* departed Norfolk for duty with the Sixth Fleet in the Mediterranean.

Iowa steamed to Scotland 3 September 1957 to participate in the North Atlantic Treaty Organization operation "Strikeback." *Iowa* was flagship of Rear Admiral Lewis S. Parks, Commander, Battleship-Cruiser Force, U. S. Atlantic Fleet. She returned to Norfolk 28 September and underwent the early phase of her inactivation during the first three weeks of October when more than 600 tons of ammunition and hundreds of tons of supplies were offloaded.

In a dispatch to Captain Becton, dated 29 October 1957, Admiral Jerauld Wright, Commander-in-Chief, U.S. Atlantic Fleet, stated: "When commissioned in 1943, *USS Iowa* added a new dimension of power to the U.S. Navy. In a succession of Task Force operations in World War II she contributed substantially to our victory in the Pacific. As a hard-hitting flagship of the Seventh Fleet she led our naval forces in Korea. In recent years she has served gallantly as well as a first string member of the Atlantic Fleet team. The inexorable march of time, bringing changes that cannot be denied if our Navy is to continue its leadership in this atomic age, provides no alternative to the well earned retirement of this great ship. But in so doing she achieves immortality in the brightest pages of our naval history and in the hearts of all Americans. To the *Iowa,* farewell, and well done." *Iowa* was placed out of commission, in reserve, on 24 February 1958. The USS *Iowa* was decommissioned on 26 October 1990.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *KANSAS* (BB-21)

Kansas (BB-21) was built by the New York Shipbuilding Corporation, Camden, NJ, and her keel was laid 10 February 1904. She was launched on 12 August 1905 under the sponsorship of Miss Anna Hoch, daughter of the Governor of *Kansas*. The battleship commissioned in the Philadelphia Navy Yard 18 April 1907, Captain Charles B. Vreeland, USN, in command.

Kansas had a length overall of 456 feet, 5 inches; extreme beam, 76 feet, 10 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18 knots, and a designed complement of 42 officers and 838 men. She was originally armed with four 12-inch .45 caliber guns; eight 8-inch .45 caliber guns; twelve 3-pounders; two 1-pounders; two .30 caliber guns and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

The battleship departed Philadelphia 17 August 1907 for shakedown training out of Provincetown, MA, and returned to Philadelphia 24 September for alterations and for the world cruise of the "Great White

Fleet." She entered Hampton Roads, VA, 9 December. *Kansas* was a unit of the First Division, which included Rear Admiral Robley D. Evans' Fleet Flagship *Connecticut* and battleships *Vermont* and *Louisiana*. Admiral Evans had additional duty as Commander of the First Division and of the First Squadron.

On 23 December 1907 the fleet entered the Gulf of Paria. Next, *Kansas* and her division proceeded east to come up toward the bay of Port-of-Spain. Soon there was a long line of dreadnaughts in single file. On signal from the flagship, *Kansas* and the other ships made an instant turn at right angles and all came in a remarkably straight line, the bow of each battleship exactly at the bow mark of the others. Now the fleet headed for Port-of-Spain some eight miles away.

The fleet put to sea from Trinidad 29 December for a splendid reception at Rio de Janeiro. From there, the ships passed in open order through the Magellean Straits bound for Punta Arenas and Valparaiso, Chile; Callao Bay, Peru; and then on to Magdalena Bay, Mexico for a month of target practice.

The next places visited were San Diego, San Pedro, Santa Barbara and San Francisco. At San Francisco, on 9 May 1908, Rear Admiral Evans was detached from duty as Commander-in-Chief of the U. S. Atlantic Fleet, owing to illness; and on 15 May the post was assumed by Rear Admiral Charles S. Sperry.

On 7 July the fleet, of which *Kansas* was still a unit, resumed its cruise, stopping at Honolulu; Auckland, New Zealand; Sydney and Melbourne, Australia; Manila in the Philippines and Tokyo and Yokohama in Japan.

Kansas sailed from Yokohama 25 October en route with the First Squadron to target ranges off the Philippines before proceeding towards Colombo, Ceylon. After transiting the Suez Canal, she departed Port Said, Egypt, 4 January 1909, for a visit to Villefranche, France. She then staged with the combined units of the fleet at Gibraltar, leaving 6 February for the eastern seaboard of the United States. On 22 February *Kansas* passed in review before President Roosevelt as the fleet entered Hampton Roads. Thus ended the world cruise of the "Great White Fleet" of United States battleships.

Kansas was overhauled in the Philadelphia Navy Yard (28 February - 17 June 1909) and the remainder of the year was filled with maneuvers, tactics and battle practice reaching from the Virginia Capes to New York and the coast of Massachusetts. This duty continued into the following year, intervened by a brief cruise to Cuba and the added duty of training naval militia along the New England coast. On 15 November 1910 *Kansas* sailed with the Second Battleship Division for a cruise that took her to Cherbourg, France, and Portland, England. Then she was off again to Cuba and Santo Domingo before returning to Hampton Roads 10 March 1911. She was in Norfolk on 8 May when she again departed, in company with the Second Division, for Northern Europe. Ports of call on this cruise included Denmark, Sweden, Russia, and Germany. She returned off Provincetown 13 July, engaging in fleet tactics south to the Virginia Capes before overhaul in the Norfolk Navy Yard (3 November 1911-9 January 1912).

Arriving in Annapolis Roads 21 June, *Kansas* embarked Naval Academy midshipmen for a summer practice cruise. She debarked her midshipmen 30 August. On 15 November the battleship sailed from Norfolk for a training cruise in the Gulf of Mexico that included calls at Pensacola, New Orleans, Galveston, and Vera Cruz, Mexico. She returned to Philadelphia 21 December and entered the Navy Yard there for overhaul until 5 May 1913.

After operations out of Newport, Rhode Island, *Kansas* visited New York (28-31 May) for the dedication of the *Maine* Memorial Monument. She then sailed again for Annapolis, where she arrived 5 June to embark midshipmen for a summer practice cruise along the New England coast, returning them 25 August. The battleship made another visit to Philadelphia - this time a brief one - before standing out of Hampton Roads 25 October, bound for Genoa, Italy. From there she proceeded to Guantanamo Bay, then to the coast of Mexico to watch over American interest at Vera Cruz and Tampico. She returned to Hampton Roads 14 March 1914 and was once more overhauled in the Philadelphia Navy Yard (10 April - 23 June).

Kansas departed Norfolk 1 July en route to La Guaira with the body of deceased Venezuelan Minister to the United States, Senor Don Pedro Ezequiel Rajas. She reached her destination 14 July, then sailed to patrol the waters off Tampico and Vera Cruz, Mexico, in support of American Expeditionary troops. Here she remained until 29 October. During 3 November - 1 December, the ship investigated reports of unstable conditions at Port au Prince, Haiti, and on 8 December she was back again in Philadelphia for repairs.

On 6 January 1915, *Kansas* steamed for war problems off the Virginia Capes, then on she went to Guantanamo Bay for winter-spring maneuvers, returning to Philadelphia 14 April 1916. After tactics and battle problems along the coasts of Massachusetts and Rhode Island, the battleship again entered the Philadelphia Navy Yard for overhaul on 30 September. She was in that yard on 6 April 1917 when the United States declared that a state of war existed with Germany. For America, World War I had begun.

As a unit of the Fourth Battleship Division, *Kansas* spent the remainder of the War as an engineering training ship in the reaches of Chesapeake Bay, with occasional ocean escort and training cruises in New York. After the Armistice which ended the war, the battleship sailed from Norfolk, 10 December 1918, on the first of five trans-Atlantic voyages to Brest, France, and return to the eastern seaboard of the United States. By the time her last trip ended, at Norfolk, 27 June 1919, she had transported 6,346 fighting veterans home from France.

Kansas overhauled in the Philadelphia Navy Yard (29 June 1919 - 17 May 1920), then came off Annapolis 20 May to embark midshipmen for a practice cruise in Pacific waters. She sailed 5 June, transiting the Panama Canal ten days later for Honolulu, then to Seattle, San Francisco and San Pedro. Leaving San Pedro 11 August, the shipwas bound for Guantanamo Bay, from where she then steamed to Annapolis to debark her midshipmen, 2 September. Proceeding to Philadelphia, *Kansas* was named flagship of Battleship Division Four, Squadron Two, under future Chief of Naval Operations Charles Evans Hughes.

Leading her Fourth Division, *Kansas* sailed to Bermuda 27

The USS Kansas (BB-21)

September where, on 1 October, HMS *Calcutta* stood in, flying the Royal Ensign of the Prince of Wales. Admiral Hughes attended the reception to the Prince in Hamilton, and His Royal Highness inspected *Kansas* 2 October at Grassey Bay. Two days later, the battleship was en route through the Panama Canal for Pago Pago Tutuila, Samoa. She was present there, 11 November, when Captain Waldo Evans assumed the governorship of American Samoa. After calling at the Hawaiian ports of Hilo, Pearl Harbor and Honolulu, *Kansas* steamed through the Panama Canal 17 January 1921. In the following weeks she cruised in the Gulf of Mexico, visiting Guantanamo Bay as well as Key West, Galveston and New Orleans. She returned to Philadelphia 7 March to prepare for the midshipmen summer practice cruise.

Kansas embarked her midshipmen at Annapolis on 4 June 1921 and, in company with three other battleships, sailed for Christiana, Norway; Lisbon, Portugal; Gibraltar, then on to Guantanamo Bay before returning to Annapolis 28 August. The ship visited New York City (3-19 September) and entered the Philadelphia Naval Yard 20 September to prepare for inactivation.

Kansas was decommissioned at Philadelphia 16 December 1921. Her name was struck from the Navy List 24 August 1923 and she was sold for scrapping in accordance with the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet, Monitor Book Company

USS *KEARSARGE* (BB-5)

Kearsarge (BB-5) was authorized by Act of Congress and approved 2 March 1895, which directed that the ship be so named in commemoration of the famed steam sloop-of-war that was built in 1861 and commissioned in 1862.

Kearsarge was built by the Newport News Shipbuilding Company. Her keel was laid 30 June 1896 and she was launched on 24 March 1898 under the sponsorship of Mrs. Herbert Winslow, wife of Lieutenant-Commander Winslow, whose father had command of the first *Kearsarge* during her battle with the Confederate raider *Alabama*. The Battleship was placed in commission at Newport News on 20 February 1900, Captain William M. Folger, USN, in command.

Kearsarge had a length overall of 375 feet, 4 inches; extreme beam, 72 feet, 3 inches; normal displacement, 11,540 tons; mean draft, 23 feet, 6 inches; designed speed, 16 knots, and a designed complement of 40 officers and 513 enlisted men. The designed indicated horsepower of her engines was 10,000. She was originally armed with four 13-inch .35 caliber guns; 20, 6-pounders; eight, 1-pounders and four, .30 caliber guns.

The battleship conducted preliminary training in waters off the Virginia Capes and then was repaired and painted in the New York Navy Yard before joining the North Atlantic Squadron at Newport, RI, 9 June 1900. On the 14th she sailed with the squadron for battle practice and tactics in the Caribbean Sea and participated in Army-Navy landing exercises in Pensacola Bay, FL. *Kearsarge* became flagship of the North Atlantic Station on 27 October (a service that continued until 31 March 1905 except for a brief period in 1903 when she was temporarily assigned to the European Station).

To initiate her European assignment, *Kearsarge* sailed from New York 3 June 1903. She arrived at Southampton, England, on the 14th and joined the European Squadron which was preparing for a visit to Kiel, Germany. Rear Admiral C.S. Cotton, commanding the European Squadron, hoisted his flag in *Kearsarge* on 16 June and the ships arrived at Kiel on the 22nd.

The squadron left Kiel astern on 30 June, en route to Portsmouth, England, where the ships arrived 6 July. On the 13th the flagship was visited by the Prince of Wales. Admiral Cotton transferred his flag to *USS Chicago* on 17 July and *Kearsarge* then got under way for Bar Harbor, ME.

On 1 August 1903 Rear Admiral A.S. Barker transferred his flag to *Kearsarge* and the battleship resumed her duties as flagship of the North Atlantic Fleet. The entire fleet assembled at Oyster Bay, NY, on the 17th for a review by President Theodore Roosevelt.

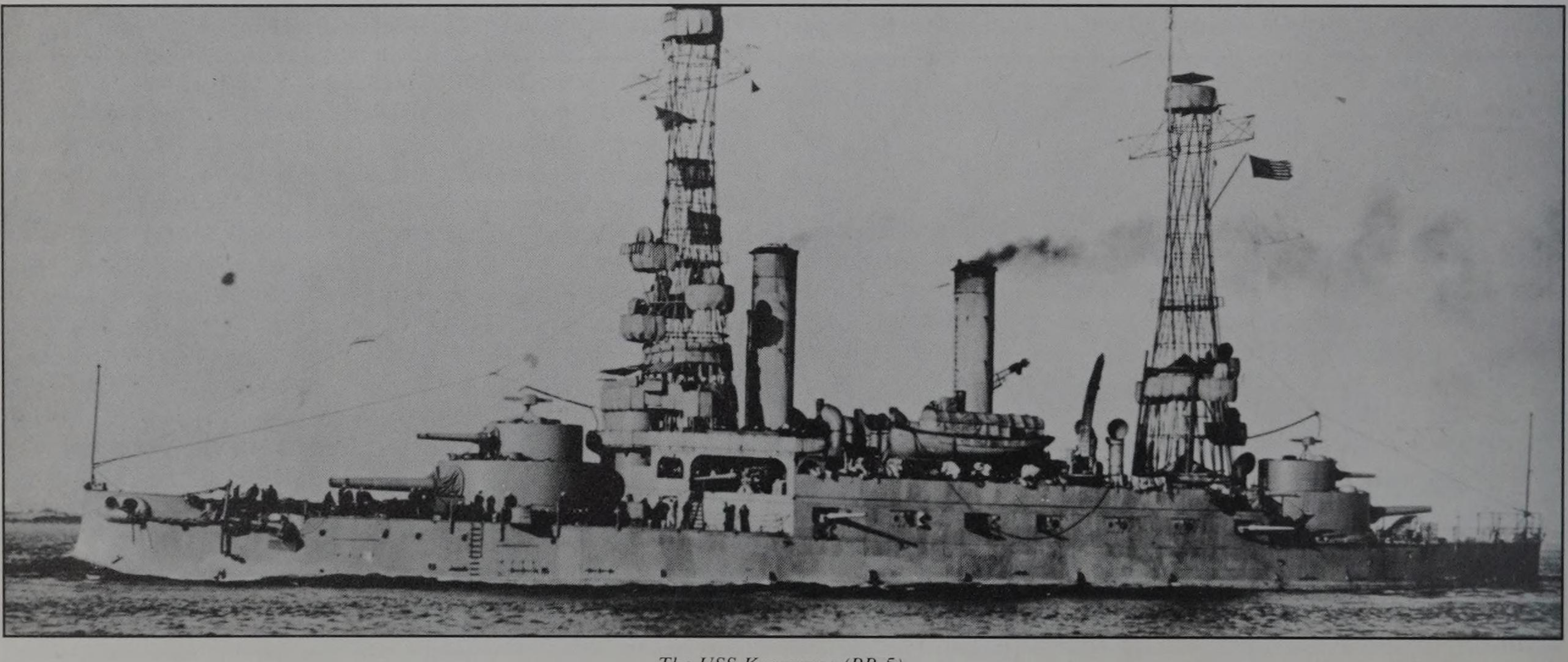
After repairing at the New York Navy Yard, *Kearsarge* sailed from Tompkinsville, New York, 1 December 1903, for Guantanamo Bay, where, on 10 December, formal possession was taken by the United States of the naval reservation ceded by the Republic of Cuba.

The North American Battleship Squadron, composed of *Kearsarge*, as flagship, the battleships *Alabama*, *Iowa* and *Maine*, under command of Rear Admiral Barker, operated in the West Indies and the Gulf of Mexico, engaging in exercises, maneuvers and record target practice. On 15 May 1905 it steamed from Guantanamo for a cruise in European waters. The ships arrived at Lisbon, Portugal, 1 June. The squadron then proceeded to Greece, arriving in Phaleron Bay on 30 June. The squadron next visited Corfu, Greece, and Trieste and Fiume, Austria, and exchanged formal courtesies with various government officials before sailing for home 30 July. The ships arrived off Newport 29 August 1904, having called at Gibraltar and the Azores en route.

Kearsarge overhauled at the New York Navy Yard from 22 September to 28 December, 1904, then sailed for southern waters. During the next three years she cruised with the North Atlantic on the East Coast, in the Gulf of Mexico and in the Caribbean, engaging in tactical exercises, maneuvers and record target practice while also promoting friendly relations with Cuba. On 31 March 1905 the battleship was relieved as flagship by *Maine* but continued operations with the fleet, which on 1 January 1906 was renamed U.S. Atlantic Fleet.

A disastrous incident took place on board *Kearsarge* on 13 April while she was engaged in target practice off Cape Cruz, Cuba. The accidental ignition of three sections of the powder charge of a 13-inch gun resulted in the deaths of two officers and eight crewmen and serious injuries to four other men.

Kearsarge was one of the battleships of the U.S. Atlantic Fleet which cruised around the world. Attached to the Second Squadron,



The USS Kearsarge (BB-5)

Fourth Division, she sailed with the "Great White Fleet" from Hampton Roads on 16 December 1907 and returned on 22 February 1909. The ship was placed in reserve on 31 March 1909 and out of commission, at Philadelphia, on 4 September 1909.

During the remainder of 1909 and 1910 *Kearsarge* underwent modernization. Her bridge was modified and the then-modern basket masts replaced her old pole masts. Much changed in outward appearance, the ship was again placed in full commission at Philadelphia, 23 June 1915. She spent the summer in training cruises along the Atlantic coast for the benefit of Massachusetts and New York Naval Militias. On 17 September she left the Philadelphia Navy Yard to embark a detachment of Marines at Pensacola for service at Vera Cruz, Mexico. She was anchored off that city from 28 September 1915 to 5 January 1916. After a stop in New Orleans to debark her Marines, the ship rejoined the Atlantic Reserve Fleet at Philadelphia where she was placed "in commission in reserve" on 4 February 1916.

Kearsarge resumed training cruises for the Massachusetts and Maine Naval Militias. When the United States entered World War I, the somewhat aged battleship was assigned important duty as a training ship for engineers of the Navy along the eastern seaboard. She was in Boston on 6 April 1917, Commander George E. Gelm, USN, in command. On that day her armed crews assisted in taking over for the United States the German ships *Amerika, Cincinnati, Koln* and *Wittekind*—all of the Hamburg-American Steamship Line; also, the German steamer *Ockenfels*.

On the next day *Kearsarge* received on board 449 men of various ratings from the Massachusetts Naval Militia to prepare for her career as an engineering training ship. She reached her base in the York River, VA, on 27 April, and embarked nearly 400 student mechanics from various ships at one time for training which was largely carried out in Chesapeake Bay.

Kearsarge sailed from Hampton Roads 11 June 1918 on a training cruise that included stays at Charleston, SC, and Key West and Pensacola, FL. She returned to Hampton Roads 11 July and left the York River 18 August for repairs in the Boston Navy Yard. That evening the ship rescued 26 survivors of the Norwegian bark *Nordhav* which had been sunk by the German submarine U-117 the previous day.

The *Kearsarge* spent the spring of 1919 as an engineering training ship in Chesapeake Bay. On 29 May she arrived at the Naval Academy in Annapolis to embark a large number of midshipmen for a summer cruise along ports of the West Indies and along the eastern seaboard of the United States. She returned the midshipmen to Annapolis on 29 August and entered the Philadelphia Naval Shipyard the following day to prepare for a new career. The ship was decommissioned there 10 May 1920 for conversion to a craneship and was designated *Kearsarge* (AB-1) on 5 August 1920.

As a craneship, *Kearsarge* was stripped of her 10,000 horsepower triple expansion engines, her war gear and military trappings—reminders of her proud life as a battleship. In their stead she received an immense revolving crane with a rated lifting capacity of 250 tons, as well as a "blister," which gave her stability. Her 72-foot beam was increased by 21 feet.

For the next 20 years craneship *Kearsarge* rendered valuable service, one highlight of excitement and achievement being the raising of the sunken submarine *Squalus* off the New Hampshire coast. On 6 November 1941 she lost her name so that it could be reserved for a newly-authorized aircraft carrier. Now designated *Craneship No. 1*, she gave a full measure of service in contributing toward the American victories of World War II. She handled guns, turrets, armor and other heavy lifts on the new battleships *Indiana* and *Alabama*, on the veteran cruisers *Savannah* and *Chicago*, and guns on the old battleship *Pennsylvania*.

In 1945 the craneship was towed to the San Francisco Naval Shipyard where she assisted in work on the *Essex*-Class aircraft carriers *Hornet* and *Boxer*, and on *Saratoga*. She left Long Beach, California, in 1948 to finish her career in operations out of the Boston Naval Shipyard.

Craneship No. 1 (ex-*Kearsarge* (BB-5) was stricken from the Navy Register of ships on 22 June 1955 and sold for scrapping on 9 August 1955.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *KENTUCKY* (BB-6)

Kentucky (BB-6) was built by the Newport News Shipbuilding and Dry Dock Company. Her keel was laid 30 June 1896 and she was launched on 24 March 1898 under the sponsorship of Miss Christine Bradley, daughter of the governor of Kentucky. The battleship was commissioned at Newport News 15 May 1900 with Captain Colby M. Chester, USN, in command.

Kentucky had a length overall of 375 feet, 4 inches; extreme beam, 72 feet, 3 inches; normal displacement, 11,540 tons; mean draft, 23 feet, 6 inches; designed speed, 16 knots, and a designed complement of 40 officers and 514 men. She was originally armed with four 13-inch .35 caliber guns; four 8-inch .35 caliber guns; fourteen 5-inch .40 caliber guns; twenty 6-pounders; eight 1-pounders; four .30 caliber guns and four 18-inch surfaced torpedo tubes.

The battleship stood out at Hampton Roads 4 June 1900 to complete fitting out in the New York Navy Yard and then sailed 25 October for the Asiatic Station. After calling at the Azores, Gibraltar, Naples and Smyrna, she crossed the Suez Canal for Aden, Arabia; Colombo, Ceylon, and the Singapore Settlement. From there, *Kentucky* proceeded to Manila, arriving 3 February 1901 to join other ships on the Asiatic Station. Six days later she sailed for Hong Kong and on 23 March she became flagship of the Southern Squadron under Rear Admiral Louis Kempff. He was relieved 1 March 1902 by Rear Admiral Frank F. Wildes. Throughout this period, *Kentucky* led her squadron from Manila to watch over American interests at these principal ports of China and Japan: Chefoo, Taku, Nanking, Woosung, Hong Kong, Amoy, Nagasaki, Kobe and Yokohama.

On 7 April 1902 Rear Admiral Wildes transferred the flag of the Southern Squadron to *Rainbow*. And on 4 November *Kentucky* relieved *New York* as flagship of Rear Admiral "Fighting Bob" Robely D. Evans, Commander-in-Chief, Asiatic Fleet. The ship continued service over the same cruising grounds until 5 December 1903 when she departed Yokohama with the battleship squadron bound for Hawaii. She arrived in Honolulu 16 December to spend the Christmas holidays, then called at Guam enroute to Cavite in the Philippines, arriving there 18 January 1904. Following tactics in the waters around Cavite, Olangapo and Manila, she departed the latter port 13 March. The ship paused at Hong Kong and Colombo before sailing through the Suez Canal for Naples, Gibraltar, the Madeirs Islands and finally reaching New York 23 May 1904. Rear Admiral Evans hauled down his flag on the 27th.

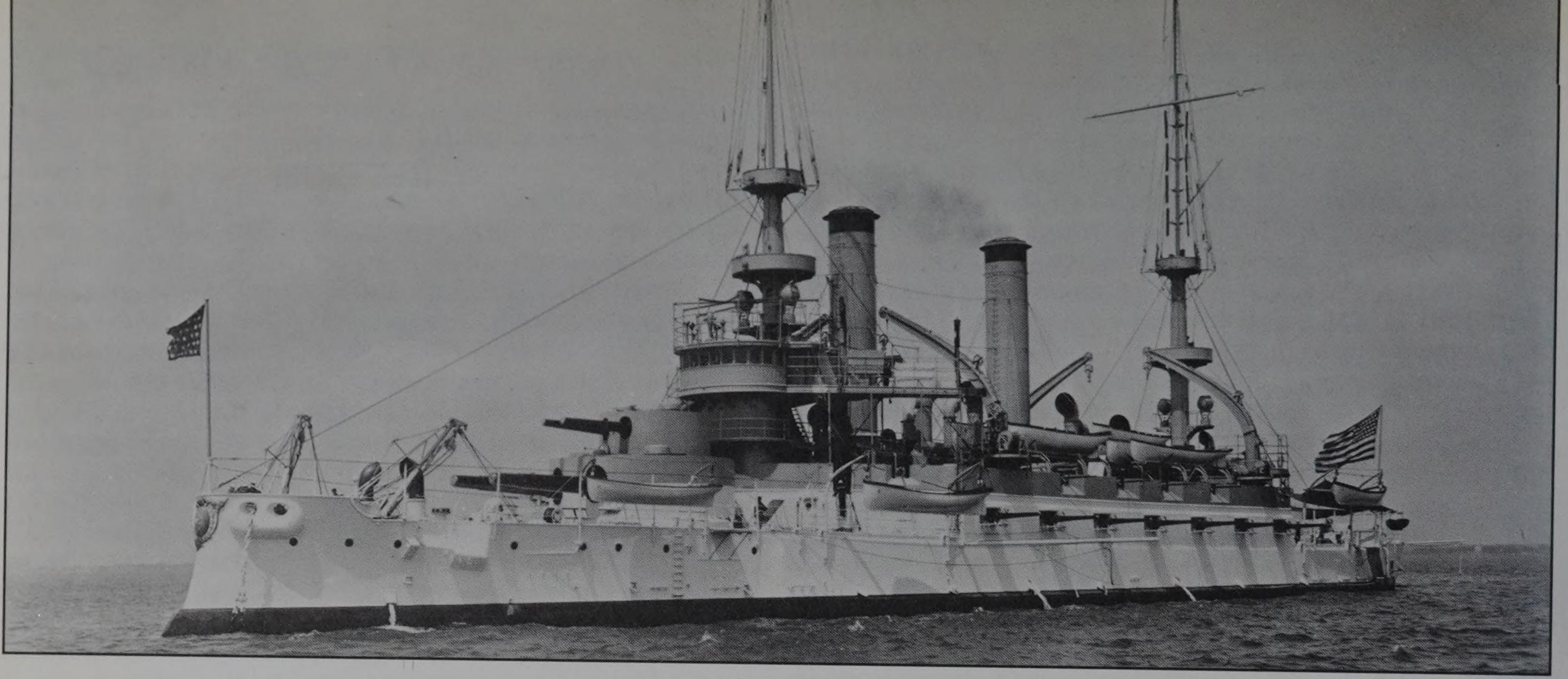
Kentucky remained in the New York Navy Yard for overhaul until 25 October, and the following twelve months were spent in tactics and maneuvers with the North Atlantic Fleet off the New England coast and south to the Virginia Capes. The ship joined the welcome to the British Squadron at Annapolis (3 October - 7 November 1905) and at New York (8-20 November) , then continued her cruise along the eastern seaboard from Norfolk, NY and Boston until 23 September 1906. On that day, off Provincetown, *Kentucky* embarked Marines from *Maine, Missouri*, and *Kearsarge* to make up a force of 254 officers and men for landing at Havana, Cuba, to protect American lives and property during the ensuing Cuban Insurrection. The landing took place 1 October. *Kentucky* stood by until 9 October to support the forces ashore, then resumed battle practice and tactics in her familiar cruising grounds.

The battleship departed Norfolk 2 January 1907 for winter-spring fleet training in waters off Cuba and Puerto Rico and on 15 April attended the Jamestown Exposition. She then occupied herself again with exercises along the eastern seaboard and north to the coasts of Massachusetts and Maine. On 10 December *Kentucky* entered Hampton Roads to assemble with the "Great White Fleet" of 16 battleships which was to embark on 16 December on its historic world cruise.

The cruise terminated with the entrance of the "Great White Fleet" into Hampton Roads on 22 February 1909, under review by President Theodore Roosevelt. *Kentucky* then conducted local operations before going into the Philadelphia Navy Yard for repairs.

Kentucky was decommissioned at Norfolk on 28 August 1909. She was placed in commission in the Second Reserve on 4 June 1912 but did not see active cruising, except for a run to New York. On 31 May 1913 she was placed in ordinary in the Philadelphia Navy Yard.

The battleship was again placed in full commission at Philadelphia 23 June 1915 and sailed 3 July to train New York Naval Militia on a



The USS Kentucky (BB-6)

cruise from Long Island to Newport, Chesapeake Bay, Baltimore and Annapolis. She debarked the militia at New York, then sailed to Portland to embark Maine Naval Militia for a training cruise that included calls at New Haven, CT , and Harbors Point, LA. The ship returned to Philadelphia 31 August and on 11 September left for Pensacola, FL. From there, she steamed for the coast of Mexico, to protect American interests, and reached Vera Cruz 28 September. She remained on patrol in those waters until 26 February 1916, after which she headed for the Southwest Pass of the Mississippi River, visiting New Orleans for the Mardi Gras Celebration, 5-18 March. The ship then steamed back to resume patrol duty off Vera Cruz and Tampico, Mexico, where she remained until 2 June.

Following a call at Guantanamo Bay, and observing conditions at Santo Domingo in the Dominican Republic, *Kentucky* returned to Philadelphia 18 June. She conducted maneuvers and tactics ranging north to Newport, arriving at New York 2 October. The battleship remained in the North River until 1 January 1917 when she entered the New York Naval Shipyard for repairs. She was here on 6 April 1917, the day the United States declared war on Germany.

On 2 May Kentucky came off Yorktown, VA, assigned to duty as a training ship for engine drivers, oilers, water tenders and firemen. Her initial draft of trainees numbered 260 men, and by the time the Armistice was signed, 11 November 1918, she had trained several thousand engineer recruits. Her training cruises were largely conducted in Chesapeake Bay and at Port Jefferson, Long Island.

Kentucky entered the Boston Navy Yard 20 December 1918 for overhaul and on 18 March 1919 she sailed for a refresher training tour of Guantanamo Bay. This service was followed by fleet maneuvers and exercises north from Norfolk to the coasts of Massachusetts, Connecticut and New Hampshire. She came off Annapolis 29 May with the Seventh Battleship Division to embark midshipmen. On 9 June she was under way for a midshipmen summer practice cruise that took her to Cuba, the Virgin Islands, Panama, New York, Boston and Provincetown. The ship returned to Annapolis Roads 27 August and entered the Philadelphia Navy Yard three days later. She remained there until she was decommissioned 29 May 1920.

Kentucky was sold for scrapping 23 January 1924 in accordance with the terms of the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *LOUISIANA* (BB-19)

Louisiana (BB-19) was built by the Newport News Shipbuilding and Dry Dock Company. Her keel was laid 7 February 1903 and she was launched on 27 August 1904 under the sponsorship of Miss Juanita LaLande, chosen by Governor Newton C. Blanchard as the representative of one of the old Creole families of the State of *Louisiana*. The battleship commissioned 2 June 1906, Captain Albert R. Couden, USN, in command.

Louisiana had a length overall of 456 feet, 4 inches; extreme beam, 76 feet, 10 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18 knots, and a designed complement of 42 officers and 785 men. She was originally armed with four 12-inch .45 caliber guns; eight 8-inch .45 caliber guns; twelve 7-inch .45 caliber guns; twenty 3-inch .50 caliber guns; twelve 3-pounders; two 1-pounders, four .30 caliber guns and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

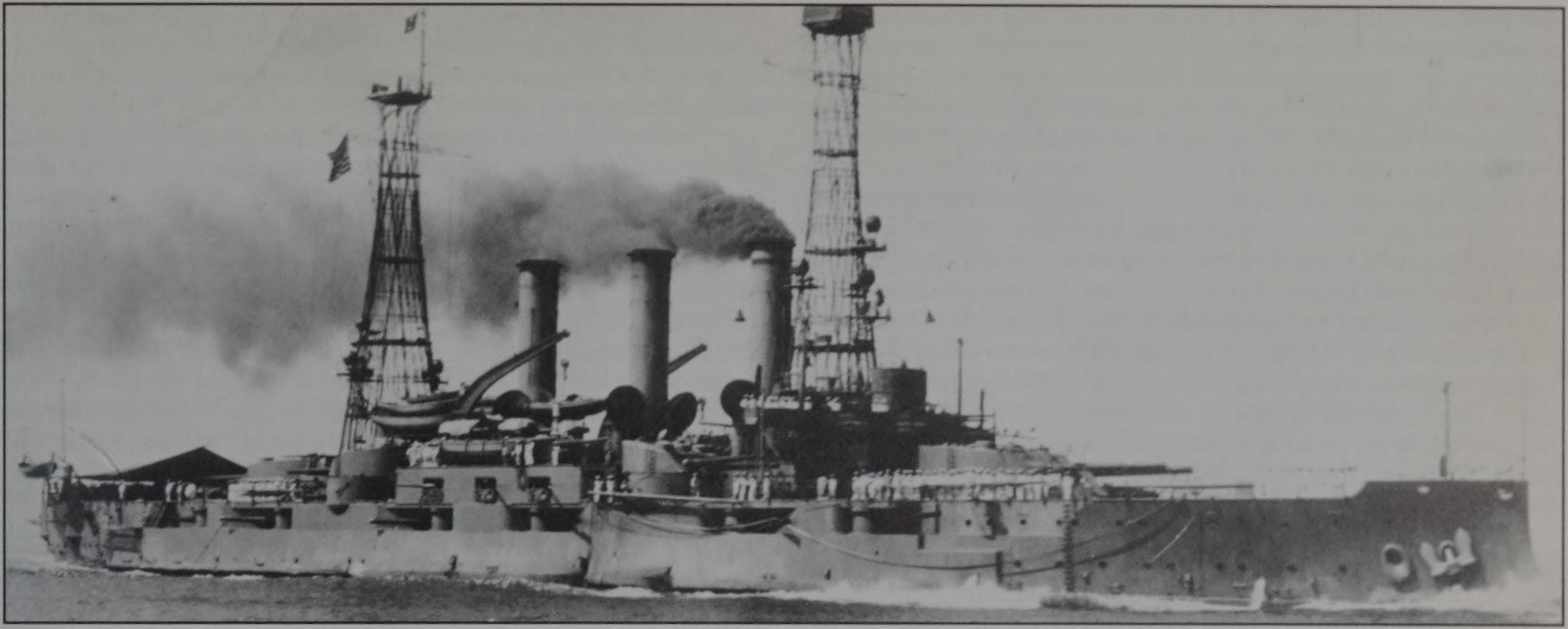
The battleship departed Norfolk 28 June 1906 for training out of Provincetown, MA, and briefly returned to Norfolk before proceeding to New York 27 August to participate in the Presidential Fleet Review. Following exercises off the coast of Maine, she sailed from Bradford, RI, on 15 September to protect American lives and property during the Cuban Insurrection in Havana. She stood out of Havana Harbor 13 October, en route with the Peace Commissioners to Fort Monroe, where she arrived 17 October.

After preparations in the New York Navy Yard, *Louisiana* came off Piney Point, MD, 8 November to embark President Theodore Roosevelt for an inspection cruise to Panama. The President left the ship at Colon 14 November to view progress of work on the Canal. He was back on board on the 17th and *Louisiana* then called at Ponce, Puerto Rico (21-22 November) before returning the President to Piney Point 26 November. She arrived at New Orleans 11 December to receive a silver service as a gift from the State of *Louisiana* and departed the 23rd to spend Christmas in Havana before proceeding back to Norfolk 3 January 1907.

Louisiana was under repairs in the New York Navy Yard from 4 January through 17 March 1907, then touched at Norfolk on her way to fleet maneuvers out of Guantanamo Bay. She returned north to Norfolk 15 April to attend the Jamestown Exposition, then sailed to take part in the Presidential Review in New York from 20 May to 5 June. After battle practice along the New England Coast, she entered Hampton Roads to prepare for her participation in the world cruise of the "Great White Fleet."

The "Great White Fleet" stood out of San Francisco Bay the early afternoon of 7 July 1908 bound, first, for Honolulu. The sixteen battleships that comprised the fleet then visited New Zealand, Australia, The Philippines and Japan before entering Hong Kong. *Louisiana* departed that port 7 November for Manila where she became the flagship of Rear Admiral Schroeder. Following target practice on Philippine ranges, the battleship set course 1 December for a call at Colombo, Ceylon, before going through the Suez Canal into the Mediterranean. She left Port Said 7 January 1909 to visit Smyrna, Turkey, with the Third Division, then staged with the combined "Great White Fleet" at Gibraltar for the final passage home. The fleet sailed from Gibraltar 6 February and passed in review before President Roosevelt 22 February as it entered Hampton Roads to conclude its world cruise.

After battle practice ranging from the Virginia Capes to Cape Cod, *Louisiana* visited New York City (22 September 2-October 1909) for the Hudson-Fulton Celebration. She then returned to the Virginia Capes area, operating out of Norfolk, where she remained until 3



The USS Louisiana (BB-19)

February 1910, when she set course for a month of fleet training out of Guantanamo Bay. The ship was overhauled in the Norfolk Navy Yard (30 April - 10 July), cruised from New Haven with the Connecticut Naval Militia until 10 July and conducted maneuvers off Cape Cod and Provincetown. She left Cape Henry astern 1 November, bound with the Second Division of the U. S. Atlantic Fleet for Cherbourg, France; Portland, England and Guantanamo Bay. She returned to Norfolk 10 March 1911.

Now the flagship of Rear Admiral Charles J. Badger, commanding the Second Division, *Louisiana* put to sea from Norfolk 9 May for an extensive cruise that saw her boarded by ruling monarches during visits to Denmark, Sweden and Russia. She came into Kiel, Germany, on 21 June. Kaiser Wilhelm II of Germany, was present on board the Imperial Yacht *Hohenzollern*. Virtually the entire German High Seas Fleet was there in honor of the occasion. As was the Emperor's custom, he became host to visiting officials, yachtsmen and other dignitaries at Kiel. He was twice on board *Louisiana*: once to inspect the battleship, and a second time to attend a luncheon given him by Rear Admiral Badger, during which occasion the Emperor presented the Admiral with a framed and autographed cabinet-sized picture of himself.

Louisiana sailed from Kiel 30 June and touched at Provincetown 13 July on her way to the Norfolk Navy Yard for overhaul. A visit to New York (8 December 1911-3 January 1912) was followed by war games and winter-spring maneuvers out of Guantanamo Bay. She returned to Norfolk 22 March, trained off the New England Coast, then moved to Hampton Roads for the reception to the visiting German Squadron (27 May - 8 June). Having embarked midshipmen for a summer practice cruise, she made a call to Baltimore, where she stayed from 22 to 29 June. She then proceeded up the coast as far as Newport before returning to Annapolis to debark her midshipmen 30 August.

The battleship overhauled in the Norfolk Navy Yard (16 October 1912-29 May 1913), after which, at Annapolis, she once more embarked midshipmen for a summer practice cruise; and on 9 June she steamed for maneuvers off the coast of Rhode Island, entering Newport on 13 June.

Louisiana left Newport 6 July for waters off Vera Cruz, Tuxpan and Tampico, in Mexico, to help watch over the turmoil that threatened Americans there. She sailed for Norfolk 29 December and left there on 28 January 1914 for winter-spring fleet maneuvers out of Guantanamo Bay. The ship visited New York City from 4 April to 14 April, then returned to Vera Cruz in support of the American occupation forces there. She was overhauled in the Norfolk Navy Yard, 20 August 1914 - 10 January 1915, after which she was in training out of Newport. On 10 August 1915 she again sailed for duty at Vera Cruz, where she remained from 17 August to 24 September.

Returning to Norfolk 25 October, *Louisiana* cruised up the seaboard as far as New York, and on 6 January 1916 she got under way from Hampton Roads for winter-spring maneuvers out of Guantanamo Bay. Back again in Norfolk on 15 April, she was placed in reserve 16 May.

On 16 July *Louisiana* sailed on a training cruise from the Naval Militia of the States of North Carolina, Louisiana and Florida, which took her to Fort Pond in New York and to Newport. She returned to Norfolk 25 July 1916 and on 19 March 1917 she joined Division Four, U. S. Atlantic Fleet. After the United States declared war on Germany, 6 April 1917, the battleship was assigned as a gunnery and engineering training ship, cruising primarily in Chesapeake Bay, off the Virginia Capes and up the seaboard to New York. On 25 September 1918 the ship departed New York as a unit of the ocean escort for a convoy sailing as far as Halifax, Nova Scotia.

On 24 December 1918 *Louisiana* steamed from Norfolk on the first of four trans-Atlantic crossings to Brest, France, and return. She had brought home some 7,000 fighting veterans of World War I by the time she returned to Norfolk from her final trooplift mission 30 June 1919. She entered the Philadelphia Navy Yard 2 July, remaining there until decommissioned 20 October 1920. Her name was struck from the Navy List 24 August 1923 and she was sold for scrapping 1 November 1923 in accordance with the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *MAINE* (BB-10)

The second *Maine* (BB-10) was built by William Cramp and Sons. Her keel was laid 15 February 1899 and she was launched on 27 July 1901 under the sponsorship of Miss Mary Preble Anderson of Portland, great granddaughter of Commodore Edward Preble, USN. The Hon. J.F. Hill, Governor of Maine, and his staff were present. The battleship was placed in commission in the Philadelphia Navy Yard 29 December 1902, Captain Eugene H. C. Leutze, USN, in command.

Maine (BB-10) had a length overall of 393 feet, 11 inches; extreme beam, 72 feet, 3 inches; normal displacement, 12,946 tons; mean draft, 24 feet, 4 inches; designed speed, 18 knots, and a designed complement of 40 officers and 521 men. She was originally armed with four 12-inch .45 caliber guns; sixteen 6-inch .50 caliber guns; six 3-inch .50 caliber guns; eight 3-pounders; six 1-pounders; two .30 caliber guns and two 18-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

The battleship got under way from the Philadelphia Navy Yard on 16 February and stood down the Delaware River to anchor in Hampton Roads off Fortress Monroe, VA. After alterations in the Norfolk Navy Yard, she put to sea 7 March for shakedown training out of Target Bay, Culebra Island. On 5 April she entered the harbor of San Juan, Puerto Rico. She left from that port the same afternoon and moored at the dock of Cramp's Shipyard in Philadelphia on 1 May for final alterations. The ship departed 25 September for the firing of her twelve-inch turret guns off the Virginia Capes. She conducted local exercises of a similar nature out of Newport News until 14 October, then set course for the target ranges at Culebra before trials off Martha's Vineyard, Massachusetts. She returned to Norfolk 8 November and cleared port the same day for a cruise to Panama.

Maine moved to New York 15 December and entered the New York Navy Yard two days later for upkeep. She sailed from

Tompkinsville on 4 February 1904 to conduct firing of torpedoes from submerged tubes off Cape Henry; this was followed by fleet exercises and battle practice in waters off Cuba and on the target range off Pensacola, FL. On 15 May the ship departed Guantanamo to make passage, with Battleship Division One, by way of the Azores to Lisbon, Portugal, where she arrived on 1 June.

The battleships of the Division put to sea from Lisbon on 19 June and steamed past the Rock of Gibraltar for Piraeus, Greece. The ship came to anchor off Corfu, Greece, before her arrival at Trieste, Austria, on 12 July. On 25 July the battleships reached Fiume, Hungary.

Port was cleared on 30 July and the ships steamed to reach the coast of Massachusetts on 3 September. After battle maneuvers off Martha's Vineyard, Maine entered the Boston Navy Yard for repairs. Here she stayed until 27 January 1905 when she put to sea for a brief stay in New York and refresher training in waters off Cuba and Pensacola. *Maine* hoisted the flag of Rear Admiral Robley D. Evans, CinC of the North Atlantic Fleet, and returned to Hampton Roads 7 May.

Maine busied herself with turning trials off Cape Henry; then, on 5 June, she led the First Battleship Division out of Hampton Roads for New York, followed by search problems off Provincetown and in water along the coast extending to Norfolk. She made her first visit to the U. S. Naval Academy when she arrived at Annapolis on 30 October 1905.

The battleship got under way from Annapolis on 7 November and entered the New York Navy Yard for repairs. She remained there from 20 November 1905 to 7 January 1906, then steamed out to sea to touch at Hampton Roads on her way to winter base off Guantanamo Bay. She returned to New York 3 May and, after fleet maneuvers off Rockport, ME, anchored off Oyster Bay, Long Island, 2 September. The ship put to sea for Bar Harbor, Maine, the next day and cleared New York on 28 December to spend the winter in operations out of Guantanamo Bay.

On 15 April 1907 *Maine* returned to Hampton Roads and the following day Rear Admiral Evans hauled down his flag.

Maine sailed from Hampton Roads 14 May for voyage repairs in the Philadelphia Navy Yard, then resumed operations out of Hampton Roads. She took part in fleet tactics off Rockport until 7 October when she again entered the Philadelphia Navy Yard, this time to prepare for the world cruise of the "Great White Fleet."

The ships of the "Great White Fleet" entered San Francisco Bay 6 May 1908 from its world cruise *Maine* was thereafter detached from the United States Atlantic Fleet, being relieved by battleship *Nebraska*, *Alabama* was also detached at the same time, and relieved by *Wisconsin*.

Three days later, *Maine* stood out to sea, heading for the Singapore Settlement, Colombo in Ceylon and Aden in Arabia. She passed through the Red Sea to Suez and transited the Suez Canal, arriving at Port Said, Egypt, on 10 September; she cleared port the next day for Naples and was on her way home from Gibraltar on 4 October.

Maine returned to Portsmouth on 19 October and, after repairs in the Navy Yard there, operated with the Home Squadron out of Hampton Roads and New York. She stood out of Hampton Roads with the Home Squadron on 21 December for a battle practice cruise to La Guayra, Venezuela, and Guantanamo Bay. The ships then cleared the last named port to rendezvous with the returning Battle Fleet some 1,200 miles off Hampton Roads.

The Home Squadron which met the Battle Fleet on 17 February 1909 consisted of battleships *Maine*, *Idaho*, *Mississippi* and *New Hampshire;* armored cruisers *Montana* and *North Carolina*; and the scout cruisers *Salem*, *Birmingham* and *Chester*. *Maine* passed *Mayflower* in review and shortly after the noon hour she came to anchor with the fleet in Hampton Roads.

Clearing Hampton Roads on 2 March, *Maine* steamed for operations out of Guantanamo Bay; this was followed by repairs in the Portsmouth Navy Yard and tactics off the New England Coast in areas including Gloucester and Provincetown. She entered the Portsmouth Navy Yard 5 August for inactivation and was decommissioned there on 31 August 1909.

Maine was recommissioned in the Portsmouth Navy Yard on 15 June 1911, Captain Frank W. Kellogg, USN, in command. She cleared Portsmouth 11 July for trials off New York and operations from Provincetown. After alterations in the Philadelphia Navy Yard, followed by operations in the Virginia Capes area out of Hampton Roads, she again entered the Philadelphia Yard, 1 September 1911, where she remained as part of the reserve fleet until 11 July 1914. On that date, the ship departed Philadelphia, bound for Villefranche, France, where she arrived on the 29th. She went on to Tangiers, Morocco, staying there from August 12th to August 19th. She then sailed back to the United States, stopping at Annapolis 1 September. The ship returned them on the 15th, then steamed to New York were she was placed in reserve.

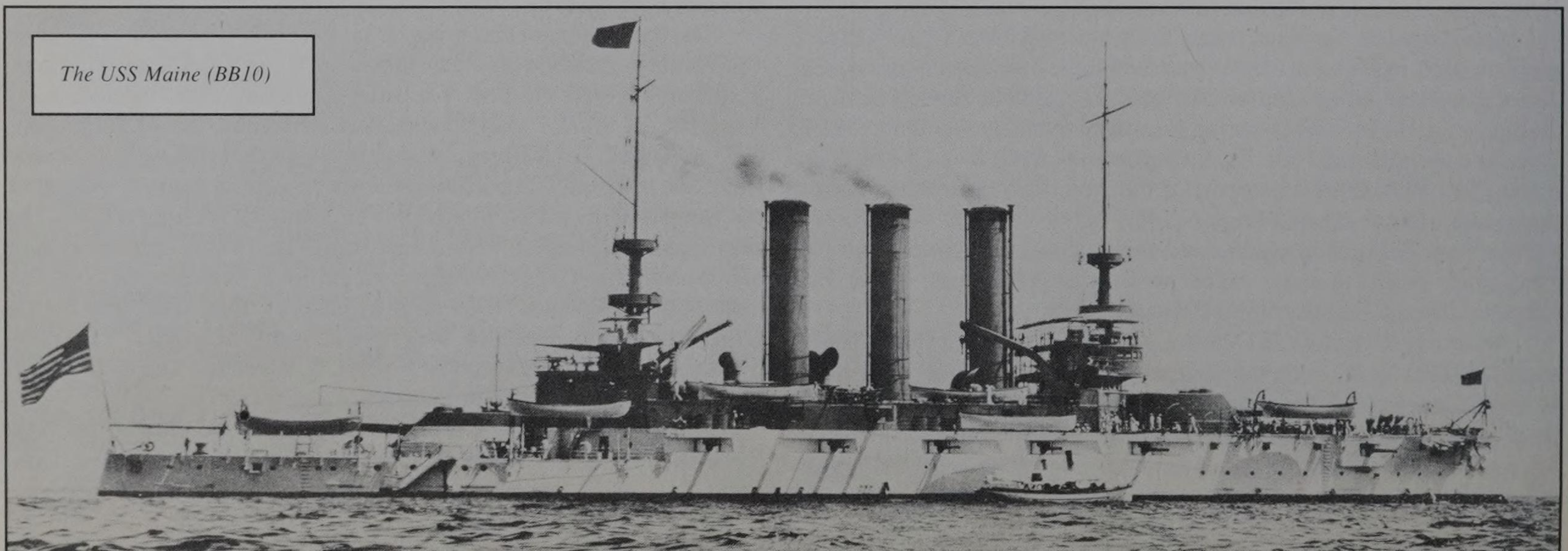
Maine served as a receiving ship for the New York Navy Yard until 16 July 1916 when she put to sea for fleet exercises off Newport and Hampton Roads. Still a part of the reserve fleet, she underwent voyage repairs in the Philadelphia Navy Yard, then cleared that port on 22 January 1917 to train naval reservists during successive visits to Charleston, Savannah, Mobile and Key West. She steamed from Key West for battle practice with the fleet at Guantanamo Bay and returned to the New York Navy Yard.

The battleship remained in the yard at New York for overhaul until 3 August, then anchored in the York River to receive men on board for instruction in the Engineering Department. These men received their training during maneuvers off Long Island Sound and in the target practice area of the Virginia Capes. The Armistice was signed, on 11 November 1918, and the *Maine* had trained hundreds of men, including armed guard crews for merchant shipping.

Maine stood out of the York River on 20 December 1918 and reached New York two days later to anchor in the North River. On 26 December, the overseas fleet steamed into New York and *Maine* full-dressed ship. The battleship was under way on 6 January 1919 to base local operations from Hampton Roads. She cleared that port on 3 March for battle practice in the waters off Cuba, and at St. Thomas in the Virgin Islands, before entering the Philadelphia Navy Yard on 5 April.

As a unit of the First Division, First Squadron of the U. S. Atlantic Fleet, *Maine* left the Philadelphia Navy Yard on 29 April for Annapolis, where she embarked 83 midshipmen for a practice cruise to waters off Guantanamo Bay, St. Thomas and the Panama Canal. She then steamed for further training off the New England Coast, making visits to New York and Provincetown before engaging in maneuvers off the Virginia Capes, which included short-range battle practice.

Maine debarked her midshipmen at Annapolis on 28 August 1919 and entered the Philadelphia Navy Yard on the evening of the 20th. She remained in reserve base there until decommissioned 15 May 1920. She was sold for scrapping on 22 January 1922.



The USS Maine (BB10)

USS *MARYLAND* (BB-46)

Third ship to bear the name *"Maryland"*, the gallant battleship No. 46 carried her torch of heritage from a 20-gun sloop-of-war named *Maryland*. She was a 380-ton vessel carrying 20 guns and 180 men, built for the U.S. Government by the citizens of Baltimore, MD. Purchased for the Navy in 1799, the ship was commanded by Captain John Rodgers during her entire career. She served in the West Indies during the naval war with France in 1799 and 1800 and was the flagship for Commodore Silas Talbot's Squadron. *Maryland* carried the Treaty of Peace to France at the close of the Quasi-War and was sold at Baltimore in October 1801.

The second ship named *Maryland* was an armored cruiser of 13,680 tons built by the Newport News Shipbuilding and Dry Dock Company. Launched in 1903, the ship was commissioned in April of 1905. She was attached to the cruiser and transport service during World War I with her name changed to *Frederick* in 1916 since battleship No. 46 was destined to carry the name *Maryland*.

Like her predecessor, she was built at the Newport News Shipbuilding Company and launched in a ceremony on 20 March 1920. Sponsor of the ship was Mrs. E. Brook Lee, wife of the Comptroller of the State of Maryland and daughter-in-law of Senator Blair Lee.

Commissioned on 21 July 1921, *USS Maryland* was commanded by Captain C.F. Preston, USN, the first in a distinguished line of commanding officers.

In 1921, shortly after her commissioning, the ship was assigned as flagship of Admiral Hilary P. Jones. She continued as flagship until 1923, when the flag was shifted to *USS Pennsylvania*. Within this period, Maryland madeher first visit to a foreign port when she carried Charles Evans Hughes, then Secretary of State, to Brazil as representative of the President on the occasion of the Brazilian Centennial Exposition.

For 20 years, "Fighting Mary," the cream of the Navy's battleship fleet, patrolled the seas, constantly in readiness to match her skill and power with any adversary. During those years, the ship praticed and prepared for all contingencies, not knowing that when the fateful hour arrived it would be on 7 December 1941at Pearl Harbor.

It was a quiet Sunday on 7 December, and some of the crew were getting ready for liberty at 0900 others were finishing breakfast. Considerable excitement and noise attracted the attention of men below decks who came topsides to find that the cause for the distant noise was machine-gun fore and bombs dropping. Suddenly, dive bombers with unusual insignia on the wings roared over in a low-level attack.

The anti-aircraft batteries sprung into action as more low-flying bombers appeared. Many men were climbing aboard from the badly listing *Oklahoma*, and though covered with oil and badly shaken, they pitched in to assist the men on the guns. Shortly thereafter the *Oklahoma* sunk with her mast in the muddy bottom of Pearl Harbor and her starboard hull bulged out of the water with keel and propeller shaft in clear view. The ships astern were obscured from view by oil flares and great clouds of black smoke.

After a lull in the attack, bombing planes roared in again toward battleship row to hammer the inboard ships —*Maryland, Tennessee* and *Arizona*. One bomb landed on the forecastle, another swerved under water piercing the ship's side to explode in the storerooms which were promptly flooded. Late in the morning the attack ended and many of the crew formed fire-fighting parties to help the nearby ships which were more critically damaged. Tapping from within the hull of the overturned *Oklahoma* prompted the men to cut holes in the skin of the ship to release many of the trapped men.

"Fighting Mary" had taken a beating but had not fared as badly as some of the other battleships. Two officers and two men of the *Maryland* were killed. The other men aboard the battleship were filled with suppressed excitement, curiosity and anger as they waited in vain for the Japs to return. Throughout the attack the men had shown fine spirit as they went about their tasks efficiently and quickly.

The *Maryland* pulled into Puget Sound Navy Yard 23 days later for battle damage repairs. Of the five ships "sunk" in the raid which started the war, *Maryland* was the second to arrive at Bremerton, Washington. *Tennessee* was a day ahead of her.

In a very commendable effort, *Maryland* received damage repairs, new rifles, new fighting equipment and an overhaul which was to make her a better ship than ever through two and a half years of fighting. When she left the Puget Sound Navy Yard, the battleship was the first ship damaged at Pearl Harbor to return to the wars from a United States yard.

There was a grave threat of the Japanese invading the Hawaiian Islands and a large Japanese fleet with many transports was heading east. *Maryland* served as a stopper in the advance of the Japs in which their forces were defeated in this most decisive battle of the Pacific War—The Battle of Midway. The *Maryland* stood by awaiting call from the forward forces until the danger was over after which she was routed to San Francisco.

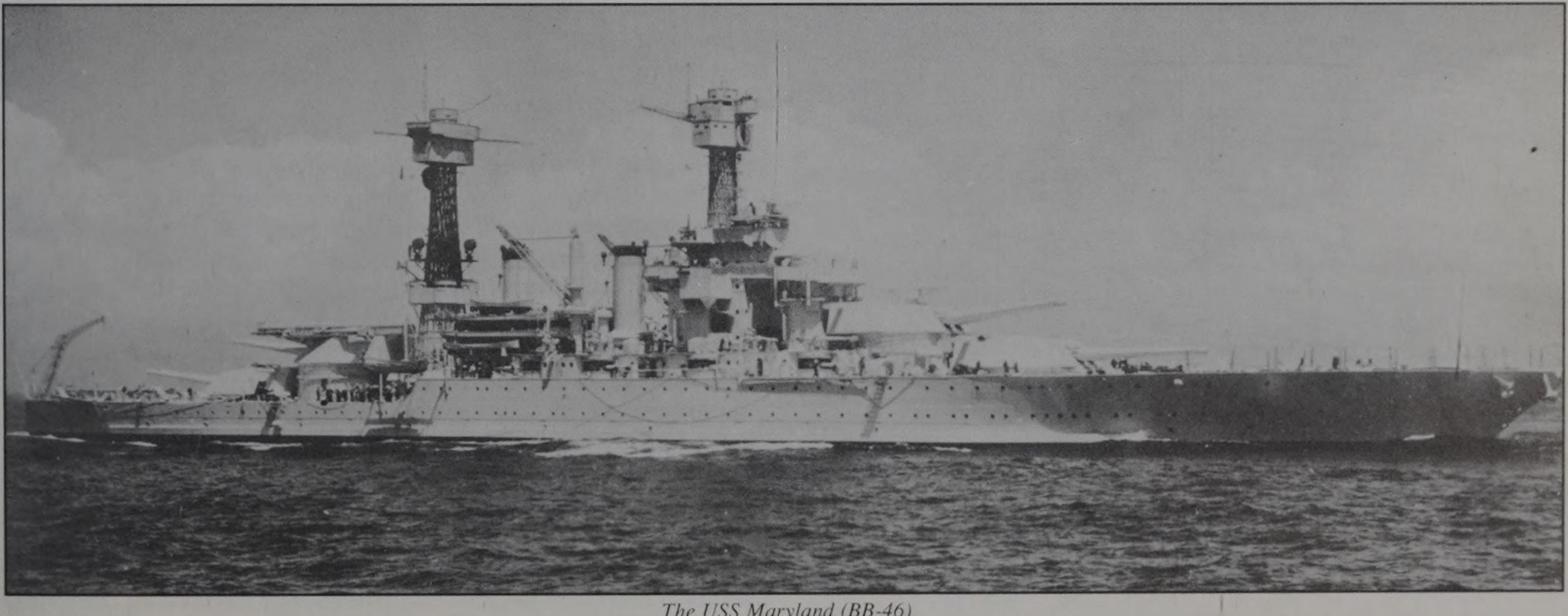
Several weeks later Battleship Divisions 2, 3 and 4, which included *Maryland*, departed the West Coast together for a westward cruise. Directed to proceed to Pearl Harbor.

Maryland with other ships, departed southward for the forward area in the first part of November. King Neptune and his Royal Court came aboard on 12 November 1942 to administer initiations upon the pollywogs when the ship crossed the equator. Along with the *Colorado, Maryland* steamed to the Fiji Islands.

In the middle of February 1943, as advances were being made by our forces in the Solomon Islands, the *Maryland* and *Colorado* moved to the New Hebrides.

During the five weeks in a shipyard, many 40 millimeter anti-aircraft guns were installed on the decks and foremast as protection against the enemy air raids anticipated in future operations. Returning to the staging area at Efate Island, *Maryland* joined a large task force and departed for Tarawa Atoll in the Gilbert Islands on 12 November 1943.

"Old Mary" was the flagship of the entire operation, carrying aboard Vice Admiral H.W. Hill, Commander of the Fifth Amphibious Group, with his staff. Also aboard with his staff during this operation



The USS Maryland (BB-46)

was General "Howling Mad" Smith, commanding the Marine landing forces, including Colonel Carlson of Carlson's Raiders. In the morning of 20 November, as the ships approached their objective, Betio Island in the Tarawa Atoll, "fighting Mary" had her first chance to roar in defiance as her big guns took the offensive. At 0500 a shore battery on the southwestern point of Betio Island opened fire on her. *Maryland* at once took up the fight and silenced the battery in five salvos.

Approaching the beach at 0900, the first wave of Marines landed and some units fought their way to the airstrip. The second and third waves of landing forces met heavy opposition and many were killed by a murderous cross-fire of machine guns which covered the beaches.

Maryland's guns wiped out several of these positions and waited call fire from the observation planes which were following the progress of the assault. Flying over the installations, the *Maryland* planes radioed first-hand reports on the movements and attacked machine-gun nests and other positions with hand grenades and machine guns.

That night fighting raged on the island and at their battle stations on the *Maryland*, sailors watched the occasional flashes of flame throwers and artillery. After three days of supporting the call fire from the beach, *Maryland* left for the island of Apamama to guard a landing of Marines there. Two prisoners were taken aboard *USS Maryland* and on 7 December the ship left Apamama for Pearl Harbor. The Navy and "Fighting Mary" had completed the first phase of the long uphill struggle to prove the invincibility of the United States even after the disaster at Pearl Harbor.

A trip to San Francisco to effect repairs was completed in time for *Maryland* to depart on 13 January 1944 to proceed to Lahaina Roads in the Hawaiian Islands where Task Force 53 was assembling. Two days of loading ammunition, refueling, and provisioning, prepared the ships to get underway for the coming operation in the Marshall Islands.

On 30 January, *Maryland* maneuvered toward Roi Island in the Kwajalein Atoll. In the pre-dawn hours as the ship drew in closer, great fires could be seen lighting up the clouds of smoke on shore. A raid of carrier planes had just pounded the island to help soften resistance. At sunrise a part of the Northern Support Group, including the *Maryland, Santa Fe, Biloxi* and *Indianapolis* commenced firing at their predetermined target. *Maryland* fired until she split the liners in the guns of turret No.1.

The performance of the fire support ships weakened the Japanese defenses to the extent that the casualties during landing operations were among the lightest experienced in amphibious warfare in the Pacific thus far. On the second day, "Mary" helped protect the assault waves by maintaining intense fire with all batteries only a few hundred yards ahead of the advancing troops. Following the successful invasion Vice Admiral Connally came aboard with his staff, making *Maryland* his flagship.

Her guns once again readied for battle, *Maryland* steamed westward to participate in the biggest campaign of the Pacific war yet attempted—Saipan. Sailors on the ship heard the suave voice of "Tokyo Rose" blandly announce that the garrison and air groups of Saipan were eagerly awaiting the arrival of American forces.

The guns of the battleship pointed toward Saipan on 14 June 1944, silencing two coast defense guns in a brief dual. The planes directed the ship's firing to choice targets on the shore and the shells blasted gun positions, ammunition dumps, small boats, storage tanks, blockhouses and buildings in the town of Garapan. The town of Tanapag, which had been thick with troublesome snipers was leveled with the bombarding of the ships. The invasion of 17 June was successful and *Maryland* stood by for call fire in support of the ground forces.

At dusk on 22 June, the ships were anchored off the southeast coast of Saipan when a Jap plane came in low over the Saipan hills to avoid radar detection. The twin-engined bomber was heard as it zoomed in a sharp bank and appeared over the bow of the *Pennsylvania*, which was anchored to port of the *Maryland*. The plane suddenly headed for the battleships, crossed the bow of the *Pennsylvania*, dropped a torpedo and flew into the dusk just as an explosion jolted the *Maryland*.

A torpedo had ripped into the port bow opening a gaping hole in the ship's hull. Aviation gasoline vapors spread rapidly into nearby compartments but miraculously, no explosion resulted. It soon became apparent that one bulkhead forward of the collision bulkhead firmly separated the rest of the ship from the sea. Ship's repair parties quickly brought the damage under control and *Maryland* weighed anchor and proceeded to Eniwetok with two escorting destroyers. The ship was directed to Pearl Harbor for repairs at the Navy Yard. Burial services were held for the two men who lost their lives in the explosion and at reduced speed, *Maryland* ploughed her way into Pearl Harbor.

Departing Pearl Harbor on 13 August 1944 with a large task group, *Maryland* set course for the Solomon Islands. The ships anchored in Purvis Bay off Florida Island and remained there for about two weeks before getting underway for the Palau Islands on 6 September. Under Vice Admiral J.B. Oldendorf, the task groups approached Peleliu and Anguar Islands in the early morning of 12 September.

At anchor in Seeadler Harbor, Manus from the first of the month *Maryland*, as part of the Seventh Fleet under Admiral Kincaid, sortied to sea on 12 October and steamed into Leyte Gulf in the early morning of 18 October.

During the succeeding days the ships underwent heavy Jap air raids during which the Kamikaze or suicide dive was introduced.

Submarines sank and damaged several of the Jap ships during their approach while the U.S. carrier force severely damaged the battleship force and headed north. In the evening of 24 October, the ships of the Seventh Fleet prepared for the battle. Since a night action was expected, the ship's scouting planes were flown to the southern beach where they were tied up to the stern of an LST. Along the battle line guarding the entrance to Leyte Gulf at Surigao Strait were five of the old battleships which the Japs had thought were sunk at Pearl Harbor: *California, Tennessee, Pennsylvania, West Virginia* and *Maryland*.

The cloak of darkness enshrouded the Japanese fleet as it slipped through the blackness of the 25th. Ahead of them lay the PT boats waiting in ambush. As the huge dark forms of the Japanese ships swept by the narrows the torpedo boats attacked successfully, scoring several hits. The Japanese ships forged ahead to be met by the torpedoes of the destroyers who reported "torpedoes away" and rejoined the formation.

Several miles ahead, Vice Admiral Oldendorf's cruisers and battleships waited in formation, for the enemy force to come within range. The Japanese battleships *Fuso* and *Yamashiro*, with their screen, steamed into the narrow, 12-mile pass—into the trap. The thundering guns of the U.S. Navy's cruisers and old battleships laid down a semi-circular mass of fire, slowing down the formation and setting the leading Jap ships on fire. Both *Fuso* and *Yamashiro* were sunk, while the other ships hesitated, then turned and fled from the narrows.

Admiral Oldendorf's ships were prevented from pursuing the beaten Jap force by the threat of the other Japanese surface force to the north. This force similarly met disaster from the bombing of U.S. carrier-based planes and was forced to turn and run in defeat.

"Mary" stood guard at the mouth of the straits until 28 October to keep the enemy away from the amphibious forces. A trip to the Admiralty Islands to take on ammunition and refuel brought the battleship back to the Leyte area by 16 November 1944, where she protected the beaches, transports and amphibious craft against enemy attack.

November 29th dawned with air alerts and men hurrying to their battle stations. Shortly after sunset two planes were reported in the vicinity and the anti-aircraft guns flashed angrily from the ships. Skirting around the barrage of gunfire, the plane spotted "Fighting Mary" through a hole in the clouds and came down in a screaming dive to crash between turrets one and two.

The bomb pierced the forecastle, main and armored decks and ripped a hole in the 4-inch steel. Everything was demolished. Thick, acrid smoke hampered the fire-fighting and repair parties while most of the crew remained at battle stations for the ship was now a neon-lighted target for subsequent attacks.

The fire was promptly put out and the damage localized, although there were many casualties. Only a few men survived the tremendous concussion in the nearby vicinity of the explosion. Thirty-one men were killed with one officer and 29 men injured. All the injured were quickly and efficiently cared for in spite of the severe damage to the medical department. The operating room, pharmacy, officers, laboratory and wards were demolished or ruined, but battle dressing stations in various parts of the ship were set up in anticipation of such a disaster.

Three days later, *Maryland* left Leyte Gulf in company with two badly damaged destroyers. The oppressive heat, persistent air raids and the recent disaster and loss of shipmates, left the crew in pretty low spirits. But there was more work and more fighting to do and spirits perked up as the ship returned to Pearl Harbor for repairs and recuperation.

Her repairs completed, "Mary" slipped through the channel at Pearl Harbor and set her course westward again to anchor off Ulithi on 16 March 1945. Here ships of the Fifth Fleet were gathering for the gigantic operation of Okinawa. On 21 March, *Maryland* sortied with other ships to take her place in the huge disposition of ships which were to provide gun fire in support of the largest amphibious operation the world had ever known. Officer in tactical command was Rear Admiral M.L. Deyo with his flag in the *Tennessee*.

Air raids were not long in coming. One of *Maryland's* radar picket destroyers, *USS Luce*, was badly hit by a kamikaze and was sinking. The nearest destroyer, went over to rescue the crew and was also attacked by the kamikaze plane.

While plastering enemy positions up and down the west coast of Okinawa on 3 April, an urgent message was radioed to *Maryland* to proceed to the west coast of the island. There she was ordered to combat shore batteries which had been uncovered by the 8-inch guns of the cruiser *Minneapolis*. So it was that the 16-inch guns of "Fighting Mary" set out upon another major assignment.

After the invasion, *Maryland* stood by with the rest of the support task force, awaiting calls from the beach for main battery fire. Long hours were spent at general quarters and the anti-aircraft batteries were in "Condition 1" most of the time.

Maryland was not destined to come through this operation unscathed. On 7 April the crew had been up early in the morning for an air alert and more alerts kept all hands at their battle station. Before dusk, a number of the ships were on a northerly course to intercept an enemy raiding force which was headed for Okinawa. At 1849, a Japanese kamikaze plane swooped down and crashed his plane with its 500-pound bomb into the top of turret III on the starboard side. The plane burst into flames, the bomb exploded and the 20 millimeter mounts on turret III were demolished. All but one of the men manning these mounts were blown from their stations.

The next day the more severely injured men were put aboard a patrol craft for transfer to the hospital ship USS *Comfort*. There was a total of 53 casualties, with ten dead, six missing, and 37 injured.

After seven days of call fire and air raids, "Fighting Mary" left the forward area for Guam and Pearl Harbor. While en route, a message was received with the good news that the ship would go into the Navy Yard at Bremerton, WA.

In August, just as the improved *Maryland* left Bremerton for tests and training runs off the coast of California, Japan surrendered, ending the war. The ending of hostilities brought a complete change in plans for the battleship. She became part of the Magic Carpet operation, one of the large number of US Navy ships assigned to bring veterans back home from the forward areas.

With her Magic Carpet duties ended, *Maryland* was placed out of commission in reserve on 3 April 1947, as part of the Bremerton Group, Pacific Reserve Fleet. To the newer ships "Old Mary" has passed on the torch of glorious naval tradition in the hope that it will always burn brightly as it did for *Maryland*.

FROM: Office of Naval Records and History, Ship's Histories Section, Navy Department.

USS MARYLAND AWARDS

USS Maryland (BB-46) earned seven Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

★ 1 Star/Pearl Harbor-Midway — 7 December 1941
★ 1 Star/Gilbert Islands Operation — 20 November 1942 to 8 December 1943
★ 1 Star/Marshall Islands Operation
  Occupation of Kwajalein and Majuro Atolls
  — 31 January to 8 February 1944
★ 1 Star/Marianas Operation
  Capture and Occupation of Saipan
  — 15-23 June 1944
★ 1 Star/Western Caroline Islands Operation
  Capture and Occupation of Southern Palau Islands
  — 6 September to 14 October 1944
★ 1 Star/Leyte Operation
  Leyte Landings — 10 October to
  29 November 1944
★ 1 Star/Okinawa Gunto Operation
  Assault and Occupation of Okinawa Gunto
  — 25 March to 14 April 1945

USS *MASSACHUSETTS* (BB-59)

The second *Massachusetts* (BB-59) was built by the Bethlehem Steel Company. Her keel was laid 20 July 1939 and she was launched 23 September 1941 under the sponsorship of Mrs. Charles Francis Adams, wife of the secretary of the navy. The battleship was commissioned in the Boston Naval Shipyard on 12 May 1942, Captain Francis E. M. Whiting, USN, in command.

Massachusetts (BB-59) had a length overall of 680 feet, 10 inches; extreme beam, 108 feet, 2 inches; normal displacement, 35,000 tons; mean draft, 29 feet, 3 inches; designed speed, 28 knots, and a designed complement of 115 officers and 1,678 men. She was originally armed with nine, 16-inch .45 caliber guns; 20, 5-inch .38 caliber guns; six quadruple 40-mm. anti-aircraft gun mounts and 35, 20-mm. guns. She had two catapults aft. Maximum thickness of her armor was 18 inches.

On 21 October, in Casco Bay, Portland, ME, *Massachusetts* became flagship of Rear Admiral Robert C. Giffen's Task Group 34.1.

The Task Group sailed from Casco Bay on 24 October and combined with the entire Western Naval Task Force on the 28th, some 450 miles off Cape Race. On 8 November 1942 *Massachusetts* ran up her battle ensign, catapulted her spotting planes and at 25 knots assumed battle formation with her task group.

At 0642 on 8 November, *Massachusetts* received the word: "Play Ball!" (Commence attack) and eight minutes later her spotting plane reported two submarines moving out of Casablanca harbor whose anti-aircraft fire opened up to explode shells within 12 feet of the plane. It was "Batter Up!" as gunners on *Massachusetts* fired at two hostile aircraft pursuing her plane.

Admiral Giffen and Captain Whiting directed the battle from *Massachusetts'* bridge. Her commissioning pennant was pierced by an enemy shell and salvos from a French destroyer force landed within 50 yards of the battleship. Each time an enemy ship emerged from the smoke, *Massachusetts* would open fire. She and cruiser *Tuscaloosa* landed two salvos on the leading French destroyer *Fougueux*, which blew up and sank. About the same time, a shell from the El Hank shore batteries hit Massachusetts' main deck forward, and exploded below. No one was injured, but the huge battleship was masterfully maneuvered between numbers three and four of the formation spread.

Massachusetts withdrew from the battle at 1105, 8 November 1942, having expended nearly 60 percent of her 16-inch, armor-piercing ammunition. *Massachusetts* pulled out of range with three accompanying screening destroyers.

The battleship now patrolled to the west of Casablanca during further bombardments of other U. S. fleets. She received further word of the capitulation of Casablanca on 11 November and during the night of the 12th started the "great circle course" for Norfolk, where she arrived 20 November. The following day Rear Admiral Giffen officially left the *Massachusetts*.

Massachusetts unloaded supplies and 278,082 gallons of fuel from the pier at Norfolk, then shifted to the Boston Navy Yard 26 December for alterations and repairs to improve her military efficiency. After gunnery training off Casco Bay, she left that port astern 6 February 1943 bound for the Pacific. She crossed the Panama Canal the afternoon of 13 February and cleared Balboa two days later, repelling simulated torpedo attacks by motor torpedo boats and torpedo planes. Screened by three destroyers, she reached Noumea, New Caledonia, 4 March to become a part of a powerful battleship force. On 29 April *Massachusetts* became flagship of Captain G. B. Davis' Battleship Division Eight.

Basing at Noumea and in the New Hebrides Islands, the ship spent the following months protecting aircraft carriers. During the night of 25 November enemy planes dropped flares for torpedo runs, but withdrew as *Massachusetts* and other screening ships opened fire. Just after dark the following day, 30 or more enemy bombers, dropped flares and immediately began attacking.

On 4-5 December, the *Yorktown* Carrier Task Force was hit by enemy aircraft which scored a torpedo hit on carrier *Lexington*. Suspecting that these enemy bombers and torpedo planes had landed at Nauru, Rear Admiral Lee was assigned a force comprising carriers *Bunker Hill* and *Monterey*, five fast battleships including *Massachusetts*, and 12 destroyers. On 8 December, the force reached a point some 50 miles northeast of Nauru and divided into bombardment and carrier groups, each taking screening destroyers with them.

Massachusetts sighted Nauru at 0616 on 8 December, and opened fire with a full nine-gun salvo from her main battery on the barracks area, and then closed range to open up with her secondary battery on the air strip. After this, *Massachusetts* set course for the New Hebrides Islands, leading the battle line into Havannah Harbor 12 December.

With battleships *Washington* and *Indiana*, she protected carriers from air and surface raiders as they struck the Taroa Island Air Base in the Marshalls 29 January. By afternoon, she had hurled 362, 16-inch and 1,902 five-inch projectiles on coast defense guns, enemy troop concentrations and landing strips of airfields.

Massachusetts replenished in newly-won Majuro Lagoon 4-12 February and set course with Rear Admiral F. C. Sherman's *Bunker Hill* Carrier Task Group for the Caroline Islands. The combined strikes that continued through the 18th inflicted enemy shipping losses of two light cruisers, four destroyers, three auxiliary cruisers, two submarine tenders, two submarine chasers, an armed trawler, a plane ferry and 24 auxiliaries which included six tankers. Some 250-275 enemy planes were destroyed or damaged.

From Truk, *Massachusetts* continued launching massive air strikes on the Marianas Islands 22 February. She returned to Majuro Lagoon 27 February to replenish before proceeding with the carriers for strikes on Palau, Yap and Woleai Islands. These were followed by rehearsal and battle maneuvers out of Seeadler Harbor, Manus, Admiralty Islands. On 19 April she turned away from Manus with Rear Admiral Reeves' *Enterprise* Carrier Task Group which assisted in the capture and occupation of the Hollandia area of New Guinea, including Wakde, Sawar and Sarmi. On 27 April the force set course for Seeadler Harbor and reached that base 28 April. Rear Admiral Davis, commanding Battleship Division Eight, shifted his flag from *Indiana* to *Massachusetts*. That night, *Massachusetts* put to sea with the *Enterprise* carrier group for air strikes on Truk 29-30 April.

On 1 May, *Massachusetts* joined in the aerial surface bombardment of Ponape, followed by replenishment at Majuro in the Marshalls before she was routed onward to the Hawaiian Islands and then to the Puget Sound Naval Yard for repair.

After battle rehearsals in waters off the Marshall Islands, *Massachusetts* sailed from Eniwetok 30 August 1944, together with Admiral F. C. Sherman's *Essex* Carrier Task Group. Continuing with Rear Admiral Sherman's *Essex* task group, *Massachusetts* departed Ulithi 6 October to support landing by General Douglas MacArthur's SWPAC Forces in Leyte Gulf. The objective of *Massachusetts* and the task force was to wreck the air facilities on Okinawa and thus to cut off the flow of reinforcement aircraft the Japanese might throw into the fight against the American invasion forces in Leyte gulf.

Strikes on Okinawa were completed 11 October, and the next morning *Massachusetts* was 100 miles from Formosa and 250 miles from the China Coast. She assisted in driving off enemy aerial attacks the night of 12 October, and aerial strikes were launched at dawn on the 13th for Formosa. By the 15th of October the task force was on its way to a fueling rendezvous.

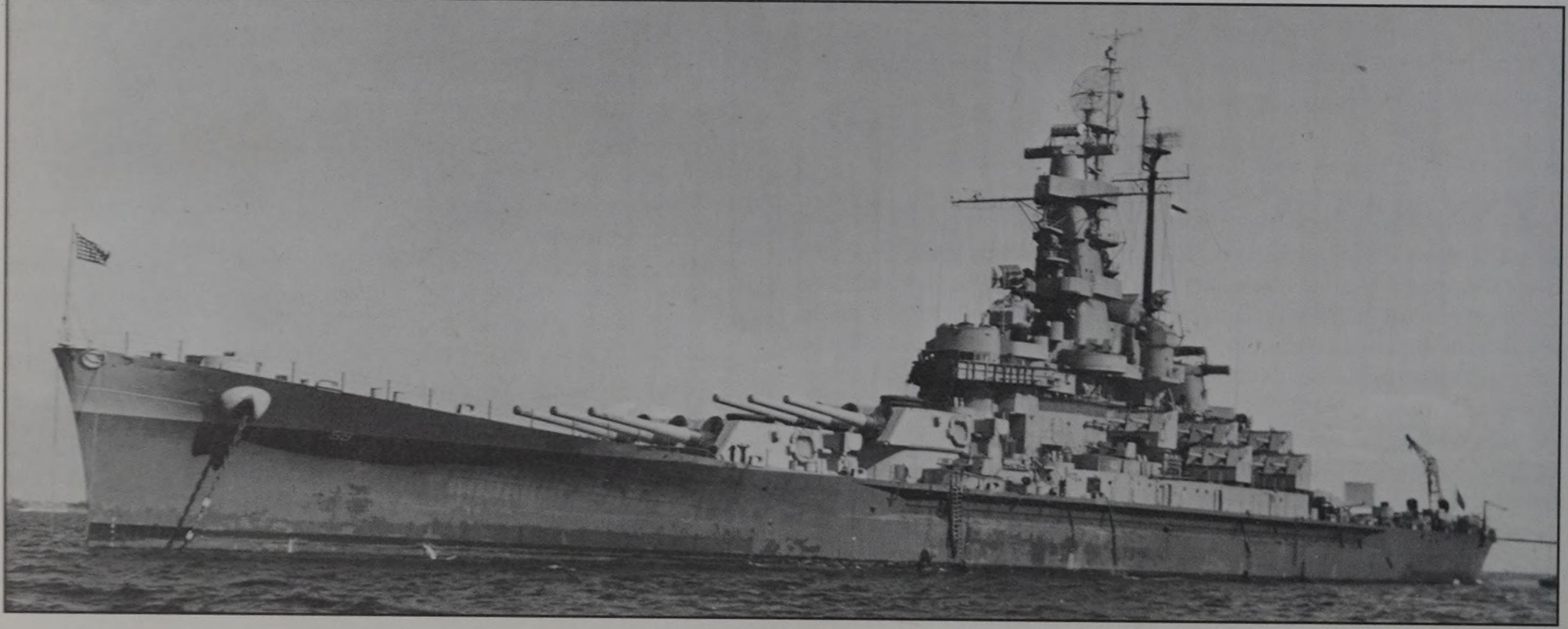
As American troops stormed the shores of Leyte Gulf 20 October 1944 to begin the liberation of the Philippine Islands, *Massachusetts*, with Admiral Halsey's Third Fleet fast carriers, battleships and destroyers, moved off the north coast of Samar Island, where air strikes were launched in direct support of the invasion forces.

Stung to desperation by the invasion of Leyte, which in American hands would cut off their fuel supplies from the East Indies, the Japanese aimed their entire fleet at wiping out the U. S. transport fleet around Leyte. The powerful Japanese Center Force lost three cruisers to two American submarines in the Palawan Rassage on 23 October. The next morning, aircraft from the carriers of Massachusetts' task force bombed the Japanese Southern Force, damaging a battleship and knocking our the gun crew of a destroyer. Later in the morning the carrier aircraft shifted attention to the Japanese Center Force in the Sibuyan Sea, sinking a battleship, inflicting damage on three others and so impairing a cruiser that it turned back. By 24 October, erroneously believing that the Japanese Center Force had been turned back, Admiral Halsey's Third Fleet, which included *Massachusetts*, taking the bait, sped north to engage the Japanese Northern Force of decoy carriers off Cape Engano, leaving sixteen little escort carriers and a handful of destroyers and destroyer escort to guard the American invasion fleet at Leyte.

The Japanese Southern Force, which tried to bull its way through Surigao Strait before the dawn of 25 October 1944, was practically annihilated by Admiral Oldendorf's battleships and cruisers and by destroyers of Admiral Kincaid's Seventh Fleet. While the little escort carriers held off the mighty Japanese Center Force in the battle off Samar Massachusetts' carrier aircraft destroyed half the available carriers of the Japanese Fleet off Cape Engano.

After chasing remnants of the defeated Japanese fleet, now retiring at high speed from the Battle of Leyte gulf, *Massachusetts* replenished at Ulithi Atoll, then carried out raids with fast carriers to waters east of Northern Luzon, hitting enemy airfields throughout the Philippines. On the 19th she received word that destroyers *Hull*, *Spence*, and *Monaghan* had capsized and sunk. Following a search for survivors of the ships, *Massachusetts* left for replenishment at Ulithi, 24-26 December 1944.

The battleship set course with the fast carrier task force to hit Formosa, then steamed to the shores of Lingayen Gulf to support the



The USS Massachusettts (BB-59)

initial invasion forces, 7 January 1945. She next entered the South China Sea for the purpose of intercepting and destroying seaborn shipping and attacking installations along the sea coast running from Saigon to Hong Kong and Formosa. She re-entered the Philippine Sea 20 January for strikes on the Philippine Islands and Formosa before returning to Ulithi 26 January. She put to sea again on 10 February for waters off Tokyo to act as cover for the carriers attacking enemy air forces and aircraft factories.

American troops stormed the shores of Okinawa 1 April, supported by the carriers of *Massachusetts*' striking force which hit the aircraft and facilities on Sakishima Gunto on the 3rd. On 6 April a Kamikaze made a dive for carrier *Bennington* and was downed by fire from *Massachusetts* and other covering ships of the force.

Massachusetts continued to fight off the enemy attacks off Okinawa until the night of 27 April when she set course for replenishment once again at Ulithi. On 10 May she passed out to sea with the *Hornet* Fast Carrier Task Group to bombard the airfields at Kyushu and to pound the surviving ships of the Japanese fleet in the Inland Sea of Japan. Vice Admiral Raymond S. Spruance hauled down his Fifth Fleet flag on 28 May and relinquished command to Admiral Halsay, who hoisted his Third Fleet flag in battleship *Missouri* to continue the raids on the Japanese home islands.

The carrier task group re-formed to the southeast of Okinawa on 9 June and air strikes were then flown against Okino Diata Jima and Minami Diato Jima, the latter being hit the following morning with a fierce bombardment from the main batteries of *Massachusetts*, *Alabama*, *Indiana* and five destroyers. The task group reached San Pedro Bay, Leyte 13 June after almost three months of continuous operations in support of the Okinawa Campaign. Here, on 19 June, Rear Admiral J. F. Shafroth, Jr., Commander of Battleship Division Eight, transferred his flag from *Massachusetts* to *South Dakota*.

Massachusetts departed San Pedro Bay 1 July, bound with Fast Carrier Task Force 38 for operations close to Japan. After a fueling rendezvous to the east of Iwo Jima, the task force set course for strikes against the Tokyo airfields. Simultaneously with the airstrikes, and for the first time, a naval gunfire force bombarded a major installation within the home islands of Japan. Its target was the iron works at Kamaishi, one of the seven plants of the big Japan Iron Company. The warships approached undetected and opened fire, *Massachusetts* sending 300 rounds of 16-inch shells slamming into the industrial target where resulting fires, kindled by the heavy explosions, obscured the target from the ship's spotting planes.

The carrier task group continued to hit communications lines, air facilities and more industrial targets during the following days. Making four runs past the town, *Massachusetts* fired 264, 16-inch shells into the iron works and docks. Aircraft were called back to the carriers on 15 August 1945 when reports arrived that hostilities with Japan had ceased. After embarking troops from various other ships in waters south of Tokyo, *Massachusetts* set course for the United States.

Massachusetts remained in the shipyard until 28 January 1946 and then sailed for operations at Long Beach and San Francisco. She cleared the latter port 4 April and was assisted through the Panama Canal by three tugboats 17 April to pass into the Caribbean on her way to Lynnhaven Roads, VA, where she anchored on 22 April.

The battleship was assigned to the Norfolk Group, U. S. Atlantic Reserve Fleet, until her name was struck from the Navy List 1 June 1962. She remained in Navy custody at Norfolk during three years of fundraising efforts by former crew members and citizens of the Commonwealth of *Massachusetts* that assured her preservation. The school children of Massachusetts helped save "their" battleship by contributing more than $50,000 in pennies, nickles, dimes, quarters and dollar bills. Although many thousands of citizens donated money, it was the school children whose gifts made it possible to bring *Massachusetts* "home" to serve as a war memorial for the gallant men and women of the armed services who gave their lives for the defense of the nation in World War II.

Ownership of *Massachusetts* was legally transferred to the Massachusetts Memorial Committee, Inc., 4 June 1965. She departed the Virginia Capes 8 June under tow for her permanent memorial berth at Fall River, MA, with 26 members of the Memorial Committee on board. The Stars and Stripes joined at the masthead by the Pine Tree Flag of the Original Massachusetts Navy, the battleship reached Fall River 12 June and was dedicated 14 August as the official World War II memorial of the Commonwealth of Massachusetts.

USS *MICHIGAN* (BB-27)

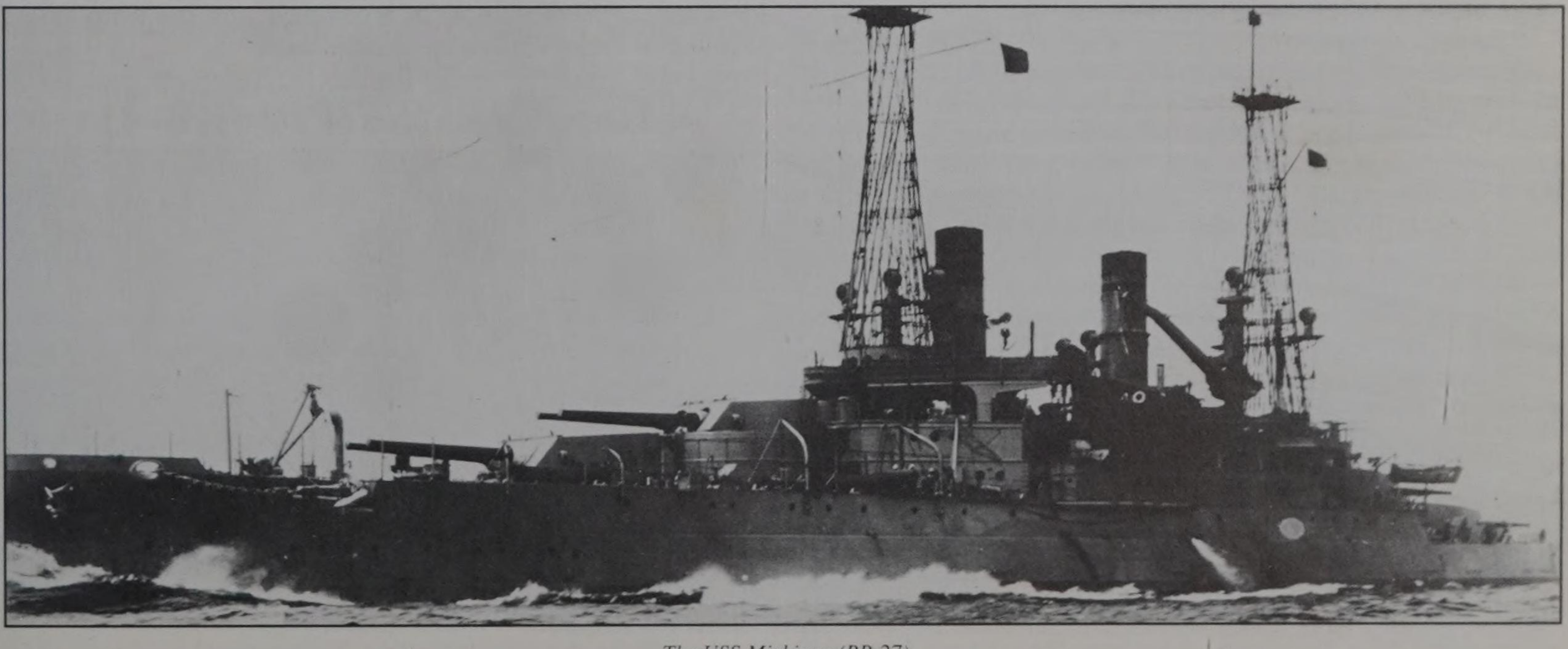
Michigan (BB-27) was built by the New York Ship Building Company, in Camden, New Jersey. Authorized by Act of Congress, approved 3 March 1905, her keel was laid 17 December 1906 and she was launched 26 May 1908 under the sponsorship of Mrs. Frank W. Brooks, Jr., daughter of Truman H. Newberry, Secretary of the Navy.

Michigan (BB-27) had a length overall of 452 feet, 9 inches; extreme beam, 80 feet, 2 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; trial speed, 18 knots, and a designed complement of 49 officers and 756 men. She was originally armed with eight 12-inch .45 caliber guns; twenty-two 3-inch .50 caliber guns; four 3-pounders and two 21-inch submerged torpedo tubes.

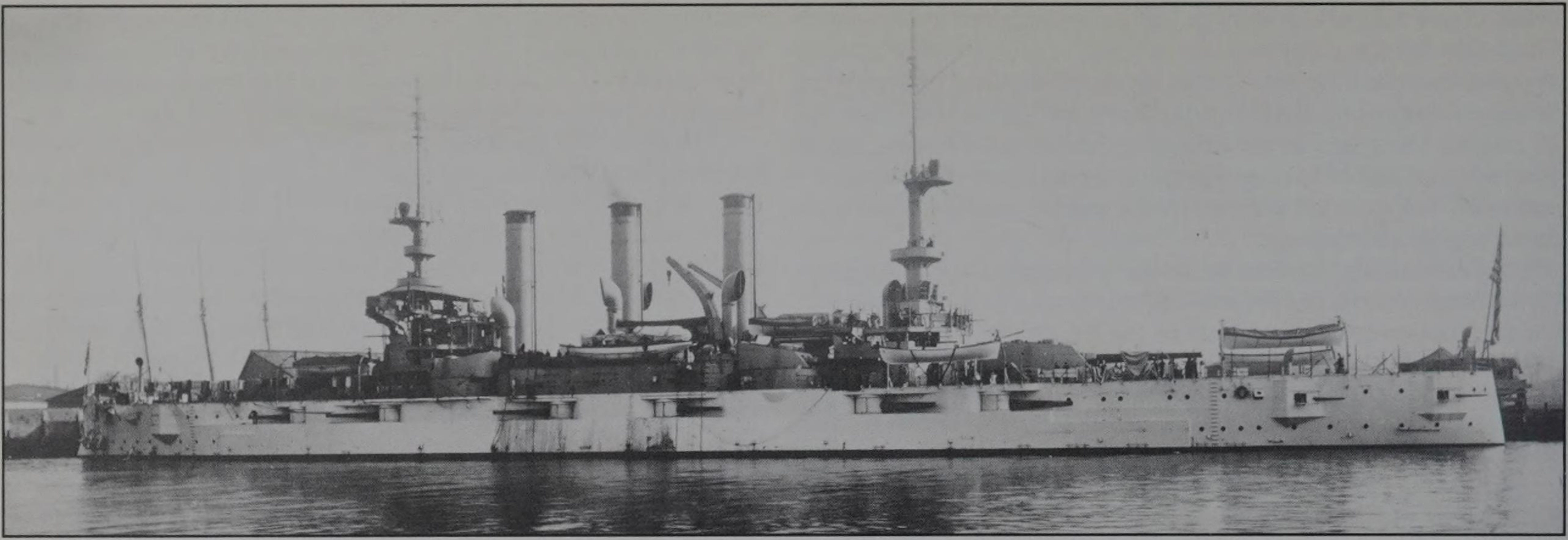
The battleship was placed in commission 4 January 1910, when Captain Nathaniel R. Usher, USN, assumed command. She was assigned to the Atlantic Fleet.

On 6 April 1917 *Michigan* was attached to Battleship Force Two and was moored in the York River (Virginia) anchorage. On 14 July she sailed for overhaul in the Navy Yard at Philadelphia, following which she engaged in training Navy recruits off Chesapeake Bay.

The ship arrived at Port Jefferson, Long Island, New York, on 19 August. From 10 to 14 September she conducted battle practice with other fleet units. In August 1918 she then returned to the Philadelphia Navy Yard for overhaul, where she remained until 13 September. She resumed scheduled battle practice and fleet maneuvers until February 1919.



The USS Michigan (BB-27)



The USS Minnesota (BB-22)

Michigan steamed for Brest, France, on 4 February 1919, to begin duty as a troop transport between Europe and the United States. She arrived at Brest 15 February, embarked returning troops and departed for Newport News, Virginia, 18 February. She completed her final voyage in transport service on 26 April but was not, however, released from assignment until 2 July.

Michigan was stricken from the Navy List 24 August 1923 and sold for scrapping 23 January 1924 in accordance with the Washington Treaty for the limitation of naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet, Monitor Book Company

USS *MINNESOTA* (BB-22)

Minnesota (BB-22) was authorized by Act of Congress 3 March 1903 and was built by the Newport News Shipbuilding Company. Her keel was laid 27 October and she was launched 8 April 1905 under the sponsorship of Miss Rose Marie Schaller, daughter of Minnesota State Senator Schaller. The ship was placed in commission at the Navy Yard, Norfolk, Virginia, 9 March 1907, when Captain John Hubbard, USN, assumed command.

Minnesota (BB-22) had a length overall of 456 feet, 4 inches; extreme beam, 76 feet, 10 inches; normal displacement 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18 knots, and a designed complement of 42 officers and 838 men. She was originally armed with four 12-inch .45 caliber guns; eight 8-inch .45 caliber guns; twelve 7-inch .45 caliber guns; twenty 3-inch .50 caliber guns; twelve 3-pounders; two 1-pounders; two .30 caliber guns and four 21-inch submerged torpedo tubes. Maximum thickness of her armor was 12 inches.

Under command of Commander W. S. Sims, USN, she made a cruise around the world with the Battle Fleet, departing Hampton Roads 16 December 1907 and returning 22 February 1909.

The ship operated off the East Coast until November 1910 and then made another cruise, this time to England. In October 1911 she was with the Atlantic Fleet at the Naval Review in the North River, NY, and in June 1912 she was on duty at Guantanamo Bay in connection with the Cuban rebellion. After repairs at the Philadelphia Navy Yard and a period of cruising in Chesapeake Bay and in Cuban waters, *Minnesota* sailed to Vera Cruz, Mexico, where she remained from 23 April to 14 July, 1913. She continued service in the Atlantic and in Mexican waters, and in November 1916 she became the flagship, Reserve Force, Atlantic Fleet. The battleship was at Tangier Sound, Chesapeake Bay, on 6 April 1917, when the United States declared war on Germany, at which time she joined battleships *Alabama, Louisiana, Rhode Island* and *North Dakota*.

On 7 April *Minnesota* conducted exercises and instruction of recruits in intensive gunnery training, operating with U. S. submarines L-1, L-2 and L-3, as well as with other ships of the fleet. On 11 August the Presidential Yacht *Mayflower* visited the fleet at York River, in company with *Sylph*, flying the flag of the Secretary of the Navy.

Minnesota got under way, 13 August, with *Louisiana, Kansas* and *New Hampshire* and other ships of the fleet, for tactical maneuvers, exercises and drills. She continued her operations in Long Island, off Block Island, remaining at sea until 6 October when she returned with the fleet to York River.

On 21 November 1917, while steaming with the fleet, *Minnesota* had a near collision with the steamship *Alaskan*. Only by quick action and clever maneuvering on the part of her Commanding Officer, Captain Jehu V. Chase, was a crash avoided. After the conclusion of fleet exercises, the ship arrived and anchored at the Philadelphia Navy Yard 13 April 1918.

The battleship sailed to Annapolis, MD, 4 June 1918 to transport midshipmen from the Naval Academy to the York River. Drills and exercises were continued and the ship was held in readiness for World War I action. After training personnel until 27 September, the ship got under way and left Hampton Roads for the Navy Yard at Philadelphia.

On 29 September, 20 miles from Penwick Island Shoal Lightship, *Minnesota* struck a mine. Although sustaining considerable damage, she was able to return to the Philadelphia Navy Yard where she entered dry dock. There were no injuries to the crew. Captain Chase, who later served as Commander-in-Chief of the U. S. Fleet, was awarded the Distinguished Service Medal.

When Minnesota's repairs were completed, she was assigned to the Cruiser and Transport force for the return of United States troops from Europe. She made three such voyages, bringing back a total of 3,944 military passengers.

Minnesota concluded her work with the Cruiser and Transport Force on 29 July 1919.

In June 1921 the ship departed Annapolis on another midshipmen cruise, this time visiting Christiana, Norway; Lisbon, Portugal, and Gibraltar. After her return, she made a trip to Guantanamo and then on 1 September anchored at Philadelphia. On 1 December *Minnesota* was placed out of commission and stricken from the Navy List. She was dismantled at the Philadelphia Navy Yard on 9 October 1923 and sold for scrap, 23 January 1924, in accordance with the terms of the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *MISSISSIPPI* (BB-41)

The *Mississippi* was ordered and her keel laid in 1914 at Newport News, VA. She was commissioned on Dec. 18, 1917. As originally built, she displaced 32,000 tons, and had a top speed of 21 knots. In addition, she mounted twelve 14" guns, fourteen 5" broadside guns, and had an anti-aircraft battery consisting of four 3" guns.

Commissioned less than a year before the armistice, she was assigned to the Atlantic Fleet and saw little real action in World War I. In 1919, the *Mississippi*, along with other major ships and destroyers, was shifted to the Pacific Fleet.

During this period gunnery installations were continually improved. However, after nearly 14 years of freedom from major gunnery accidents in the Fleet, the worst turret fire of all occurred in the *Mississippi* while firing off San Pedro, CA on June 12, 1924. Due to low pressure on the gas ejector system of Turret II, a flareback occurred resulting in a fire which took the lives of three officers and 44 men; nine others being injured.

In 1933, the ship was modernized. The armament was improved by the removal of the 3" AA battery. A new 5"/25 Caliber battery and its associated modern fire control system was installed. Also a new main battery fire control system was installed. All major engineering installations were renewed except for some minor auxiliaries, and there were many alterations in the hull design. Modern mast structures were furnished, considerably improving the ship's appearance. Shortly after completion of the modernization on August 31, 1933, the *Mississippi* was assigned to, and operated with the Pacific Fleet until early in 1941.

In May of 1941, the *Mississippi* was ordered to the East Coast and reported to the Atlantic Fleet for duty. From June to December of that year, she operated with the Atlantic Fleet, guarding commerce on so-called neutrality patrol duties in the area between the East Coast and Iceland, and acting as a covering force for convoys and lines of communications.

The morning of December 7 found the *Mississippi* in Hvalfjordur, Iceland. She and her sister-ships of Division Three remained among the very few undamaged battleships then in the U.S. Navy. In January 1942 she was again transferred to the Pacific Fleet. After transiting the canal she anchored in San Francisco Harbor on Jan. 22, 1942.

Her first assignment with the Pacific Fleet was to escort a convoy to within 500 miles of Pearl Harbor and to return immediately to San Francisco. During the period from January to July, the *Mississippi* operated out of West Coast Ports, escorting convoys and guarding the Pacific Coast from what was then believed to be imminent amphibious attacks. From August to November of 1942, she stood by an uncommitted reserve in the Central Pacific, operating in Hawaiian Waters, supporting light forces and carriers who had borne the brunt of Japanese aggression since the beginning of the war.

On November 30, the ship was underway for Nandi Waters, Fiji Islands, reaching her destination on December 18. There she acted as the rear guard for the Solomons forces in the great battles of Guadalcanal and Santa Cruz.

During January and February, 1943, the *Mississippi* continued to operate in the South Pacific Theater, at one time forming part of a task force which escorted the damaged cruiser *Pensacola* to the vicinity of Samoa. In the later part of February of that year she returned once more to Pearl Harbor, escorting the damaged cruiser *Minneapolis*, and arriving March 3.

She stayed in Pearl Harbor for a brief time, undergoing much needed repairs. From there she proceeded to the North Pacific Area, arriving at Kuluk Bay, Adak, on May 17, 1943. Throughout the months of June, July and August the *Mississippi* operated in Aleutian waters participating in the regaining of Attu and Kiska Islands from the Japanese. On the July 22 she engaged in the bombardment of Kiska, and on the 26th took part in a night action against unidentified radar targets. She left the Aleutian area in the latter part of August and arrived in San Francisco on September 6.

In September and October 1943 the ship was was in drydocking and repairs. Part of November was spent operating in Hawaiian Waters, but on November 10, 1943, the *Mississippi* was on her way to take part in the Gilbert Islands Campaign. It was on November 20, while bombarding Makin Island that a flareback in Turret II resulted in the loss of 42 men.

December 1943 and January 1944 were spent in Hawaiian waters in training and preparation for another amphibious operation. On January 22, the *Mississippi* was underway once more, this time for the Marshalls. January 31 and February 1 were spent in the bombardment of Kwajalein and other atolls. It was here that the *Mississippi* moved in to a range of less than 1800 yards from the beach. From Kwajalein she moved on to Majuro, and it was from this base that she bombarded Taroa on February 20 and Wotje the following day. With Kwajalein secured, she proceeded to Efate in the New Hebrides. After a short period of combat inactivity the *Mississippi* bombarded Kavieng, New Ireland on March 20, 1944.

Badly in need of regunning, the ship returned to the States, arriving at Bremerton Navy Yard on April 25. Throughout June, the *Mississippi* underwent repairs and regunning. After training in San Pedro Bay area and Pearl Harbor during July, she steamed to Purvis Bay, Florida Island, on the Bismarck Archipelago, anchoring there on August 24, 1944. On September 6 she headed for the Palau Islands Operation. At Peleliu the *Mississippi's* assignment was to knock out the guns on the now famous Bloody Nose Ridge. This was done after three days and nights of hammering the ridge at point-blank range, and then covering the landing with call fire from September 12-19.

After the Palau Operation, she returned to Manus and began preparation for the invasion of the Philippines, departing on October 12. The *Mississippi* entered Leyte Gulf on October 18, and during the following two days bombarded Northern beaches in preparation for the actual landings on the 20th. On the 25th, she was the flagship of the battle line when Admiral Oldendorf's Seventh Fleet Task Force annihilated the Southern Japanese force in the Battle of Surigao Strait. In the 29 days that she operated in Leyte Gulf area, she underwent 38 aerial attacks and one major sea engagement, but came out unscathed.

The *Mississippi* left Leyte Gulf November 16, for Manus, and spent the remainder of November and first part of December training in that area. After a brief period at Kossol Passage, as reserve for the Mindoro Operation, she returned to San Pedro Bay, Leyte, P.I., on December 28. January 2, 1945, found the *Mississippi* underway for Lingayen, Luzon. It was during this passage that the Task Forces involved were subjected to almost continuous air attacks which resulted in the loss of the escort carrier *Ommaney Bay*, and considerable damage to many other major combatant units. The bombardments of San Fabian and San Fernando followed, and it was here that she received her first hit by the enemy. On D-Day, January 9, 1945, a Kamikaze hit the port side of the foremast structure and crashed on the boat deck. Considerable damage to the ship's structure and gun installations resulted, and 27 fatalities were suffered. She continued to carry out all assignments until March, when she returned to Pearl Harbor for repairs, arriving there the third. The latter part of March and April was utilized for training and on the April 18 the *Mississippi* departed for Okinawa via Eniwetok.

From arrival until 18 June, the *Mississippi* remained in the Okinawa area, carrying out bombardment and call fire assignments as required. As the Army advanced on the Japanese stronghold of Shuri Castle, it was the *Mississippi* who was assigned the task of destroying this obstacle. It was on this target, firing three gun salvos, that 56 direct hits were made out of 69 salvos, demolishing this strong point and allowing the Army to continue its advance practically unopposed. On June 5th, the *Mississippi* received her second wound stripe of the war. Another Kamikaze broke through to hit aft, on the starboard side of the quarterdeck, killing one officer and wounding several others.

The USS Missisippi (BB-41)

Arriving back in Leyte on June 21, the *Mississippi* entered a floating drydock where combat repairs were completed. During July and August, 1945, she continued training in Leyte Gulf-San Pedro Bay area.

Moving north to Okinawa on August 21, the *Mississippi* became part of the task force which entered Sagami Wan, Honshu, Japan, on August 27th. During the remainder of the month of August the ship assisted in supporting the actual landings of the Allied Occupation Forces on Japan in this area. On September 1, the *Mississippi* moored in Tokyo Bay, and was present during the signing of the Surrender Terms of the second.

USS *MISSOURI* (BB-63)

Missouri (BB-63) was built by the New York Naval Shipyard and her keel was laid 6 January 1941. The last battleship to be built by the United States, the 45,000-ton dreadnaught launched 29 January 1944 under the sponsorship of Miss Margaret Truman, daughter of the United States Senator from Missouri, Harry S. Truman. The great ship commissioned 11 Jun 1944, Captain William M. Callaghan, USN, in command.

Missouri (BB-63) had a length overall of 887 feet, 3 inches; extreme beam, 108 feet, 2 inches; normal displacement, 45,000 tons; mean draft, 28 feet, 11 inches; designed speed, 33 knots, and a designed complement of 117 officers and 1,804 men. She was originally armed with nine, 16-inch .50 caliber guns, 20, 5-inch .38 caliber guns; 20, quadruple 40-mm. anti-aircraft mounts and 49, 20-mm. anti-aircraft guns. The maximum thickness of her armor was 17 inches.

Completing her trials and structural firing tests off New York by 3 August 1944, *Missouri* departed Norfolk 21 August for battle practice in the Gulf of Paria, basing from Port-of-Spain, Trinidad. She later arrived at the New York Naval Shipyard for post shakedown alterations. This was followed by battle practice in Chesapeake Bay until the night of 11 November when she sailed for the West Coast. She crossed the Panama Canal 18 November and steamed for San Francisco where she received radio equipment installations, and alterations service as a fleet flagship. Escorted by four destroyers, *Missouri* stood out of San Francisco Bay 14 December, bound for the Pacific combat zones.

Proceeding via Pearl Harbor, the battleship arrived at Ulithi, Caroline Islands, 13 January 1945 and became the temporary headquartership for Vice Admiral Marc A. Mitscher. She put out to sea three days later, serving in the screen of the *Lexington* carrier task group of Admiral Mitscher's Fast Carrier Task Force 58, en route for the first air strike against Japan since the Doolittle bombing raid. The ship suffered her first casualty that day when one of her Seahawk observation planes crashed into the sea.

On 16 February carriers launched strikes against the Tokyo plains, and these continued into the following day. *Missouri* headed with the carriers for Iwo Jima, giving direct support to the invasion landing there 19 February. The fast carrier task force returned to Ulithi 5 March, where *Missouri* was assigned to the *Yorktown* carrier task group.

On 14 March *Missouri* left Ulithi and set course for the Japanese mainland in the screen of the fast carriers. Four days later strikes commenced against targets along the coast of the Inland Sea of Japan. *Missouri's* carrier task group was not attacked and, until 22 March, was able to provide cover for *Franklin's* retirement toward Ulithi; she then set course for pre-invasion strikes and bombardment of Okinawa.

On 24 March *Missouri* joined the fast battleships of Task Force 58 under Vice Admiral Willis A. Lee in a bombardment off the southeast coast of Okinawa. This action was a feint intended to draw enemy strength from the west coast beaches which would be the actual site of the invasion landings. *Missouri* sent in 180 rounds of 16-inch shells, destroying five coastal defense installations and many military buildings.

Marine and Army units stormed the shore of Okinawa the morning of 1 April 1945, directly supported by carriers guarded by *Missouri* and her sister warships. On the morning of 7 April the carriers launched heavily armed planes against a special Japanese attack force led by battleship *Yamato*, the world's biggest battlewagon and pride of the Imperial Japanese Navy. Aerial torpedoes and bombs sent the mammoth vessel to the bottom, along with a cruiser and a destroyer.

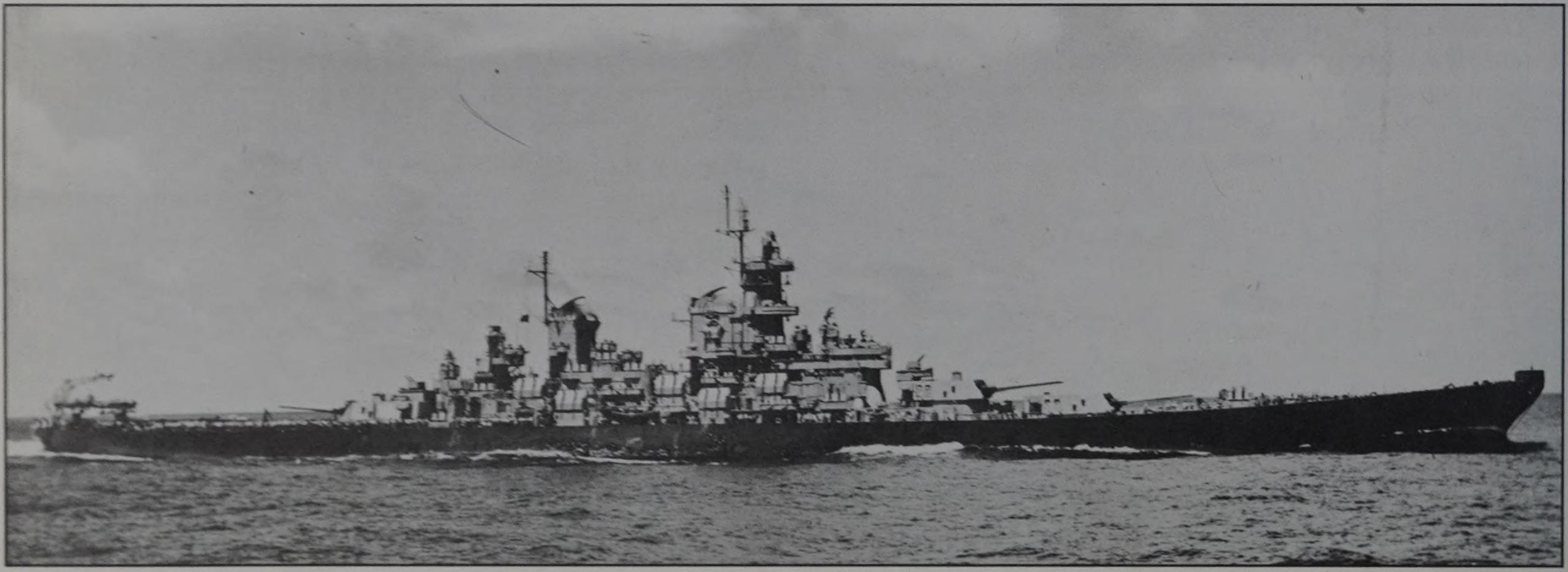
On the afternoon of 11 April *Missouri* opened fire on a low-flying Kamikaze. Her gunners scored many hits but the plane came through to crash on the ship just below her main deck level. On 16 April the ship again opened fire on a low-flying plane that crashed close abroad carrier *Intrepid*. Two minutes later, a second plane came in from the north and received many hits as the pilot made a desperate attempt to crash on *Missouri*.

Detached from the carrier task force off Okinawa 5 May 1945, *Missouri* again set course for Ulithi. In the campaign for victory on Okinawa she had shot down five enemy planes, assisted in the destruction of six others and scored one probable kill. She had helped repel 12 daylight attacks and four night attacks on her carrier task group. Her shore bombardment had destroyed several gun emplacements, many military and government buildings and set fire to a large chemical plant.

Off Okinawa, at midnight of 27-28 May, all units of the Fifth Fleet passed to Admiral Halsey in his flagship *Missouri*. The next morning Vice Admiral Marc A. Mitscher, CO, Fast Carrier Task Force 38, boarded *Missouri* and was relieved by Vice Admiral John S. McCain who flew his flag in carrier *Shangri-La*. Now *Missouri* led the Third Fleet for strikes against airfields and installations on Kyushu 2-3 June. Her fleet again struck Kanoya airfields on Kyushu, 8 June, then hit hard in a coordinated air-surface bombardment before retiring towards Leyte, Philippine Islands.

Missouri arrived in San Pedro Bay, Leyte, 13 June, after almost three months of continuous operations in support of the Okinawa Campaign. On 1 July she headed out to Leyte Gulf to add more black patches to Japan's fast eclipsing sun. Intensive training drills and exercises continued until 8 July when the fleet set a northerly course for the approach to the Japanese mainland.

Third Fleet aerial raids took Tokyo by surprise 10 July 1945; followed by more devastation at the juncture of Honshu and Hokkaido, 13-14 July. These continued through 9 August. Her 40-mm. guns opened up for one short burst on a Japanese aircraft.



The USS Missouri (BB-63)

On 15 August Admiral Halsey received an urgent message from Admiral Nimitz, CinCPAC Fleet, ordering all air strikes recalled. This order, the first official indication that the end of the war might be at hand, was immediately carried out. At 0745 the word came that Pres. Truman had announced Japan's acceptance of unconditional surrender terms. At 1109, by direction of Admiral Halsey, the whistle and siren sounded while battle colors were broken at the mainmast, and the Admiral's personal flag was hoisted on *Missouri* in official recognition of the end of the three years, eight months and seven days of war against the Japanese Empire.

Admiral Halsey's flag was hauled down on *Missouri* on 5 September and broken on battleship *South Dakota*. The following morning *Missouri* passed out of Tokyo Bay to take on homeward-bound troops at Guam. She then sailed toward Pearl Harbor. While en route she received word that, effective as of the 15th, she had been designated flagship of the Pacific Fleet under Admiral Nimitz.

On 29 September *Missouri* departed Pearl Harbor for the eastern seaboard of the United States. She sailed through the Panama Canal 13 October and touched Norfolk on her way to New York City, where she moored to Pier 90 the afternoon of 23 October. The following day she hoisted the flag of Admiral Jonas Ingram, CinC, United States Atlantic Fleet.

Missouri boomed out a 21-gun salute on 27 October as she was boarded by Pres. Harry S. Truman during Navy Day Celebration ceremonies. A native of *Missouri*, whose daughter had given the battleship her name, Pres. Truman said in his Navy Day address that "Control of our sea approaches and of the skies above them is still the key to our freedom and to our ability to help enforce the peace of the world."

Overhaul in the New York Naval Shipyard 23 September, 1947-10 March 1948, was followed by a refresher training cruise to Guantanamo Bay. *Missouri* arrived at Annapolis 2 June 1948, embarking midshipmen for a training cruise that took her to Lisbo, Portugal; Villefranche, France; Algiers, Algeria, and Cuba. On 1 November the battleship departed Norfolk for a second Arctic cold-weather training exercise to the Davis Straits, returning to base 22 November. The next two years were filled with Atlantic Command exercises ranging from the New England Coast into the Caribbean Sea.

Missouri put out to sea 15 February on the first of two Navy Reserve training cruises. On 5 June she departed Annapolis Roads as flagship of Rear Admiral Fred D. Kirtland, CO, Fleet Training Command, Atlantic Fleet. Together with eight destroyers the ship carried approximately 740 Naval Academy Midshipmen and 690 Naval Reserve Officer Training Corps midshipmen.

Steaming a distance of approximately 10,000 miles, *Missouri* joined the UN Forces just west of Kyushu 14 September 1950, becoming flagship of Rear Admiral A. E. Smith. She entered Sasebo, Japan, the same day and passed back out to sea a few hours later. The first American battleship to reach Korean waters, she was bombarding Samchok the following morning in a diversionary move coordinated with the Inchon landings. Together with cruiser *Helena* and two destroyers, she helped prepare the way for the Eighth Army Offensive. In a bombardment of the Pohang area 17 September, *Missouri's* 16-inch shells enabled South Korean troops to cross the river and capture the town before pressing on towards Yongdok.

Missouri arrived at Inchon 19 September and her commanding officer participated in the triumphant march into Seoul 29 September 1950 to witness the formal restoration of the Republic of Korea by General-of-the-Army Douglas MacArthur. At Inchon, 1 October, the ship became flagship of Rear Admiral J. M. Higgins, Commander, Cruiser Division Five. Four days later she was again at Sasebo, where she became flagship of Vice Admiral A. D. Struble, Commander – US Seventh Fleet.

On 23 December, after serving as a guard for carriers eastward of Wonsan, *Missou*ri moved into Hungnam. Her guns hit enemy troop concentrations, command posts and lines of communications about the Hungnam defense perimeter. This continued until the last United Nations troops—the U. S. Third Infantry Division—were evacuated by sea on Christmas Eve.

The summer of 1951 was largely taken up by two midshipmen training cruises to Northern Europe. On the first cruise, *Missouri* sailed from Norfolk 4 June bound for Oslo, Norway. After calling at Cherbourg, France, and following tactics tour of Guantanamo Bay, she debarked her midshipmen at Annapolis 27 July. On 3 August, the ship was under way with four destroyers in a task unit that carried a total of 1,064 NROTC midshipmen. Next was training off Cuba, the Panama Canal and the Virginia Capes. She debarked the midshipmen at Norfolk 3 September and entered the Norfolk Naval Shipyard 18 October for overhaul.

Missouri engaged in winter-spring training tour of Guantanamo Bay, then again visited New York, following which she set course from Norfolk 9 June on another midshipmen cruise that took her to Bergen, Norway, and Portland, England. She returned to Norfolk 4 August and entered the shipyard there to prepare for her second tour in the Korea.

Missouri sailed from Yokosuka 7 April, calling at Pearl Harbor and Long Beach before heading for Norfolk, where she arrived 4 May. Here, on 14 May, she became flagship for Rear Admiral E. T. Woolridge, Commander, Battleships-Cruisers, U. S. Atlantic Fleet. She passed out to sea 8 June on a midshipmen southern training cruise to Rio de Janeiro, Brazil; Port-of-Spain, Trindad; Colon, Panama, and Guantanamo Bay, Cuba. She returned to Norfolk 4 August and for overhaul in the shipyard there from 20 November 1953 to 2 April 1954.

As the flagship of Rear Admiral R. E. Libby, Commander, Battleships-Cruisers, U. S. Atlantic Fleet, *Missouri* sailed into Annapolis Roads 2 June. Leaving Norfolk 7 June, she was flagship of the summer midshipmen training cruise to Lisbon, Portugal, and Cherbourg, France. She came back to Norfolk 3 August and departed the 23rd for inactivation on the West Coast. After calls at Long Beach and San Francisco, the ship arrived at Seattle, WA on 15 September. Three days later she entered the Puget Sound Naval Shipyard where she decommissioned 26 February 1955. She was then assigned to the Bremerton Group, U. S. Pacific Reserve Fleet. As of this printing the USS *Missouri* is serving in Operation Desert Shield in the Arabian Gulf.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *NEBRASKA* (BB-14)

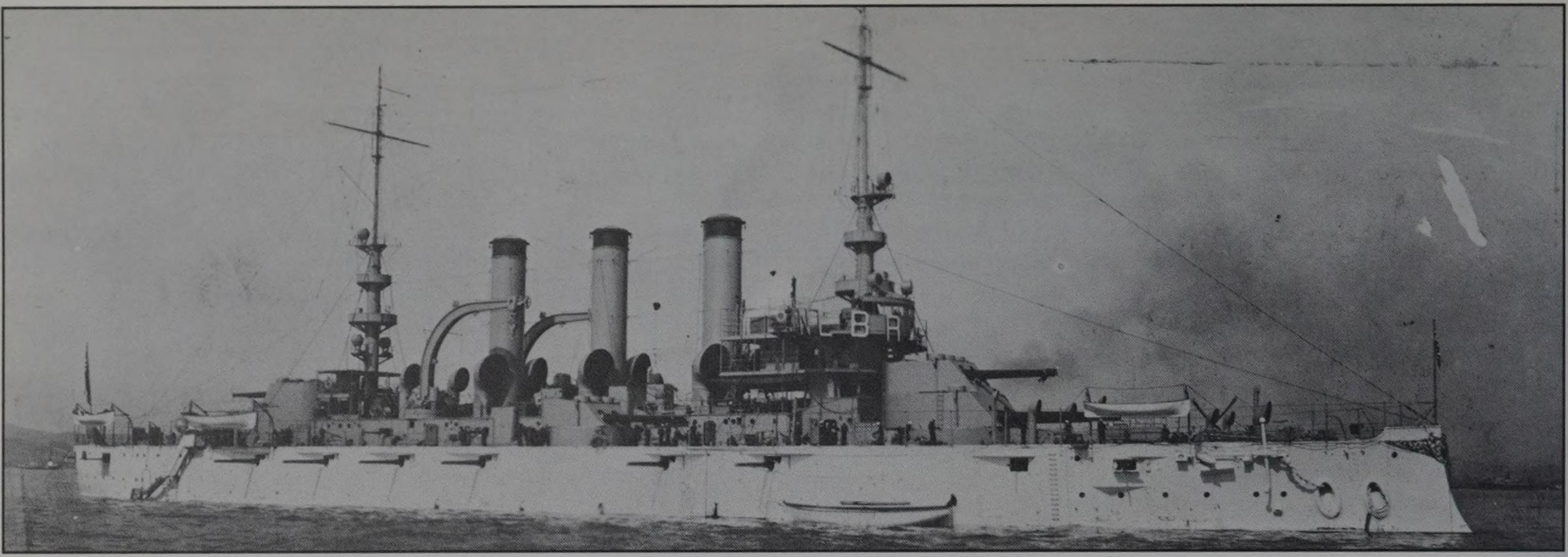
Nebraska (BB-14) was authorized by Congress 3 March 1899 and built by Morgan Brothers of Seattle, WA, at a cost of $3,733,000. Her keel was laid 4 July 1902 and she was launched 7 October 1904 under the sponsorship of Miss Mary Nain Mickey, daughter of Nebraska Governor John H. Mickey. *Nebraska* was placed in commission on 1 July 1907 when Captain Reginald Fairfax Nicholson, USN, assumed command.

Nebraska (BB-14) had a length overall of 441 feet, 3 inches; extreme beam, 76 feet, 3 inches; normal displacement, 14,948 tons, mean draft, 23 feet, 9 inches; designed speed 19 knots, and a designed complement of 40 officers and 772 men. She was originally armed with four 12-inch .40 caliber guns; eight 8-inch .45 caliber guns; twelve 6-inch .50 caliber funs; twelve 3-inch .50 caliber guns; eight .30 caliber guns and four 21-inch submerged torpedo tubes.

In May 1908 *Nebraska* replaced battleship *Alabama* as a unit of the Atlantic Fleet, and on 7 July, under the command of Rear Admiral Charles S. Sperry, the fleet debarked from San Francisco on a cruise that took the ships to the following ports: Honolulu, Hawaii; Auckland, New Zealand; Sydney and Melbourne, Australia; Manila, Philippine Islands; Yokohama, Japan; Columbo, Ceylon; Suez, Egypt; Messina, Sicily; Naples, Italy, and Gibraltar. The fleet then returned to the United States, arriving at Hampton Roads, Virginia, 22 February 1909, under review by President Theodore Roosevelt.

Nebraska continued duty with the U. S. Atlantic Fleet. She attended the Hudson-Fulton Celebration in 1910 and the Louisiana Centennial during 1912. She earned the Mexican Service Medal for operations at Vera Cruz during 1 May to 21 Jun 1914 and during 1 June to 13 October 1916.

When war was declared on 6 April 1917, *Nebraska*, attached to the Third Division Battleship Force, U. S. Atlantic Fleet, was undergoing repairs at the Navy Yard in Boston. On 13 April she departed Boston to engage in maneuvers and battle practice with the fleet in the Chesapeake Bay area. She then continued independently for training, based in the York River (Virginia), 13 August, when she left with other fleet units for tactical maneuvers at sea. The ship returned to Port Jefferson, NY, on 19 August and continued operations in Long Island Sound and at sea for independent training exercises as well as fleet training operations. This lasted until 30 September.



The USS Nebraska (BB-14)

On 1 October, *Nebraska* sailed with the fleet for further maneuvers at sea, arriving at York River on 6 October to continue fleet exercises, drills and target practice in Chesapeake Bay. On 18 January 1918 she steamed for repairs at the Boston Navy Yard, arriving the following day and leaving drydock 3 February. On 6 February *Nebraska* returned to the York River and resumed school, drills and exercises for training of Armed Guard crews in Chesapeake Bay and at sea.

The ship underwent repairs at the Norfolk Navy Yard from 15 – 20 April. *Nebraska* left Hampton Roads 2 August and two days later entered dry dock at the Boston Navy Yard for repairs. She anchored off Tompkinsville, NY, 15 September. On 17 September she departed New York as principal escort for a fast merchant convoy of 18 ships, bound for an eastern Atlantic rendezvous. She returned to Hampton Roads 3 October and on 5 October Rear Admiral Burrage was relieved by Captain D. W. Wurtsbaugh, USN. *Nebraska* departed Hampton Roads on 6 October and arrived at Tompkinsville on 8 October.

On 13 October the battleship sailed from New York with *Montana* and HMS *Edinburgh,* as escort to a fast merchantile convoy of 12 British ships en route to Liverpool, England. *Nebraska* stayed with the convoy until it was taken over by the Eastern Atlantic Escort.

On 13 November *Nebraska* sailed from New York as escort for another mercantile convoy. This time she was accompanied by *Talbot* and HMS *Teutonic*. It was her last convoy duty to European waters during World War I. She left the convoy on 21 November and arrived at the York River 2 December, preparatory to starting transport service duty for the return of American troops from France.

Nebraska made four round trip voyages from the United States to Brest, France, and brought home a total of 4,540 troops. Her first trip was made on 30 December 1918. She returned with her final shipload on 21 June 1919.

On 22 June 1919 *Nebraska* was detached from Transport Service and shortly thereafter sailed to join Division Two, Squadron One, U. S. Pacific Fleet, for operations on the West Coast under command of Captain P. N. Olmstead, USN. She was placed out of commission 2 July 1920. On 9 November 1923, in accordance with the terms of the treaty limiting naval armaments, *Nebraska* was rendered incapable of further combat service and she was sold for scrap a few weeks later.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *NEVADA* (BB-36)

Nevada (BB-36) was built by the Fore River Shipbuilding Company in Quincy, MA. Her keel was laid 4 November 1912 and she launched 11 July 1914 under the sponsorship of Miss Eleanor Anne Seibert, niece of Nevada Governor Tasker L. Oddie and great-great-great granddaughter of Benjamin Stoddert, the first Secretary of the Navy. The battleship commissioned in the Boston Navy Yard 11 March 1916, Captain William S. Sims, USN, in command.

Nevada (BB-36) had an overall length of 583 feet; extreme beam, 95 feet, 3 inches; normal displacement, 27,500 tons; mean draft, 28 feet, 6 inches; designed speed, 20,5 knots, and a designed complement of 55 officers and 809 men. She was originally armed with ten, 14-inch .50 caliber guns; 21, 5-inch .51 caliber guns and four, 21-inch submerged torpedo tubes. The maximum thickness of her armor was 18 inches.

After fitting out in the Boston and New York Navy Yards, *Nevada* joined the Atlantic Fleet at Newport, Rhode Island, 26 May 1916. Gunnery and tactics off the Virginia Capes were followed by alterations in the Norfolk Navy Yard in the fall of 1916.

Nevada arrived at Rosyth, Scotland, 23 November. She reached Portland, England, 4 December, proceeding to sea with other American battleships on the 12th as part of the honor escort for transport *George Washington,* which was carrying on board President Woodrow Wilson on a trip to Brest, France. *Nevada* departed Brest with the fleet on the 14th.

The battleship carried out maneuvers in waters reaching to Cuba and the Panama Canal until 9 July 1921. She sailed through the Canal 16 July and entered the harbor at Callao 22 July for a two-week stay. She then sailed north to San Diego, arriving 11 August, for eight months of duty with the Pacific Fleet. The ship returned to Norfolk 31 May 1922 and entered the Navy Yard there for overhaul.

As a unit of the battle fleet, *Nevada* set course 1 July 1925 for a memorable goodwill cruise to Australia and New Zealand. She embarked Naval Academy midshipmen in Maryland before putting out to sea 3 June 1927 for training maneuvers in the Caribbean and again passing through the Panama Canal for visits to San Francisco and San Diego. She debarked the midshipmen at Annapolis 25 August, after which she entered the Norfolk Naval Shipyard for two years of overhaul, for modernization.

Departing Norfolk 9 January 1930 *Nevada* set course for Guantanamo Bay as a unit of Battleship Division Three. For the next decade *Nevada* cruised along the western seaboard, with time out for periodic maneuvers in the Caribbean and for war games reaching north to Alaska and west to the Hawaiian Islands.

As the sun rose over Mount Tantalus and Mount Olympus, at 0626 on 7 December 1941, there were eight battleships tied up in Pearl Harbor, at "Battleship Row," to the south of Ford Island. *Nevada* was moored by herself. At 0825 the skies seemingly were transformed into a hornet's nest with the sudden appearance of Japanese torpedo planes and dive-bombers. The fact that *Nevada* was individually moored perhaps saved her, for she was thus unhampered in her movements to escape being a "sitting duck."

Nevada had taken at least five bomb hits, in addition to a torpedo, and was pockmarked by pieces of shrapnel. The forward part of the ship was thoroughly wrecked and gutted; almost all of the superstructure was destroyed. The engineering plant, however, remained unimpaired. Casualties were relatively light, considering the general effectiveness of the surprise raid and the damage the ship had received. Three officers and 47 enlisted men had been killed; five officers and 104 enlisted men were wounded.

Refloated 12 February 1942, and following temporary repairs at Pearl Harbor, *Nevada* steamed to the Puget Sound Navy Yard for complete repairs and modernization. By early 1943 she was ready for retaliation, and her first mission in that direction was to sail north to the Aleutian Islands to provide fire support in the capture of Attu 11-18 May. From Massacre Bay the battleship went south, through the Panama Canal, to participate in the planned invasion of France.

For 12 days and nights, beginning 6 June 1944, *Nevada* roamed the coast off the Cherbourg Peninsula. A total of 4,747 shells from the ship's 14-inch and 5-inch guns rained down upon the Germans in their bomb-proof shelters, and more than 70 Nazi gun emplacements were shattered.

On 8 June *Nevada's* heaviest guns were used to break up a German armored and motorized counterattack. Some 90 tanks and 20 lorries were preparing to break out of their encirclement in a clump of woods 26,400 yards distant. Salvos rolled out from *Nevada* and minutes later she was informed by the spotter that all German vehicles and tanks had been smashed. One other call for fire came that day, placing the target some 30,500 yards away. *Nevada's* first salvo destroyed the target.

At the end of the third day on the firing line *Nevada* returned to Great Britain to replenish her ammunition supply and to rest her crew. Following rearming, the battleship returned to the assault area.

A total expenditure of 1,216 14-inch shells and 3,531 5-inch shells was hurled at the enemy. *Nevada* was straddled 27 times by Nazi shore batteries but received no damage.

On 15 August *Nevada* arrived off the Toulon and Marseilles areas and commenced exchanging shells with the Nazi shore batteries. These were equipped with 15-inch guns taken from the French battleships scuttled at Toulon earlier in the war. *Nevada* roamed for four hours off Toulon.

Her duty in the Mediterranean completed by 25 September 1944, *Nevada* returned to the United States to have the barrel liners replaced in her 14-inch guns. Following reconditioning, she sailed to the Pacific.

The battle for Okinawa, which began 24 March 1945, proved that *Nevada* could still take severe punishment and fight back with all the savagery expected of a proud and noble warship. Once more, Japanese suicide planes tried repeatedly to eliminate the ship.

On 27 March, a group of Japanese planes attacked the formation of fire support ships. *Nevada's* anti-aircraft gunners assisted in splashing two of the enemy. Suddenly a Val (Japanese dive-bomber) dived for the ship's open bridge. Light machine guns immediately picked up the plane and literally blasted the plane apart.

Nevada continued to pound the Japanese airfield, shore defenses, supply sumps and suspected troop concentrations on shore. On 5 April, a Japanese coastal battery, on the southwest tip of Okinawa, sought to shoot it out with the battleship. Of the 24 shells pumped at *Nevada* from shore, 19 of them missed. Five registered, however, killing two men, seriously injuring eight and slightly wounding eight others.

Nevada's gunners, main and secondary, had visibly targeted in the gun flashes from the shore batteries. Other ships of the formation were some distance away, making this strictly a *Nevada* show. The *Nevada* fired 71 rounds from her 14-inch main battery alone. When the smoke cleared, the target area resembled a gravel quarry after a week's blasting.

After the hostilities, the *Nevada* returned to Pearl Harbor for inspection and survey. Because of the ship's age and because the damage she had incurred rendered her incapable of further effective combat service, she was chosen to be the target ship for the upcoming operation "Crossroads" to test the results of an atomic bomb detonation.

Taken to Bikini Atoll in the Marshall Islands, *Nevada* was anchored in the center of the nine-square-mile lagoon. Her decks were painted bright orange to make her more visible to the pilot who would be dropping the A-bomb.

On 30 June 1946 a B-29 from Kwajalein Atoll passed over the assembled ships at Bikini, in which *Nevada* was included, and dropped the missile. The scene a few moments later was a holocaust of flame and smoke as a huge mushroom of water suddenly rose in the area. However, when the smoke and spray had subsided, there stood *Nevada*, majestically riding at anchor.

Later that year the ship was towed back to Pearl Harbor. An examination revealed that while she was still capable of staying afloat, her sides and superstructure were hopelessly damaged. and buckled. Besides, the lingering radioactivity from the A-bomb tests posed a dangerous risk. It was decided that the ship should be disposed of by sinking and she was decommissioned 29 August 1946.

On 26 July 1948 *Nevada* was towed to sea some 65 miles southwest of Pearl Harbor as the target ship for Task Force 12. When in position, a secret explosive was placed on board the battleship and detonated. The ship's deck and side plates buckled and three holes opened up in the old hull. She settled slightly but, amazingly, remained afloat. The navy then decided to experiment with their "bat-bombs," radar-guided missiles. These were fired, but they missed the ship, exploding some 600 yards astern.

Destroyers then closed in on the battleship to sink her with conventional gunfire. *Nevada* rolled and pitched as salvo after salvo from the "tin-cans" racked her from stem to stern. But the ship was resolute. When the smoke cleared, there was *Nevada*, proud and defiant.

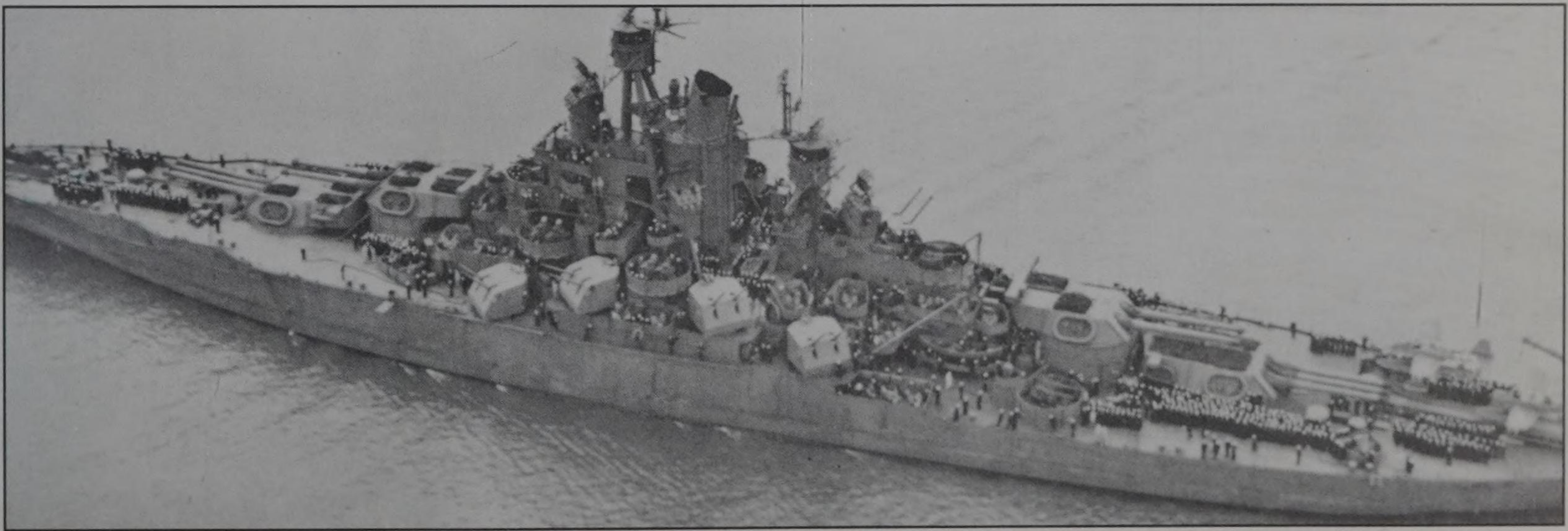
The Navy called in rocket-firing planes. They blasted *Nevada's* superstructure and hull with hundreds of projectiles; the ship sat through it all, seemingly unperturbed, her colors flying in the breeze. Next, the mighty battleship *Iowa* (BB-61), some ten miles distant from the scene, was ordered to fire 16-inch salvos at the old and battered ship. As the shells from *Iowa* hit *Nevada*, she became shrouded in smoke and spray. A gentle breeze cleared the atmosphere, and there was *Nevada*, her decks still riding high above the Pacific's waves. Three cruisers, *Astoria, Pasadena* and *Springfield*, moved up and hammered away with their five-and-six-inch guns. *Nevada* remained afloat, stubbornly refusing to go down.

The Navy was also obstinate. After dive-bombers had clobbered the ship without success, a flight of torpedo bombers went to the scene. About 1400, on 31 July 1948, an aerial torpedo caught *Nevada* amidship and she began listing slightly. At 1434 she capsized and sank, stern first, in 2600 fathoms of water.

From: United States Battleships, The History of America's Greatest Fighting Fleet, Monitor Book Company

USS *NEW HAMPSHIRE* (BB-25)

New Hampshire (BB-25) was built by the New York Shipbuilding Company in Camden, NJ. Her keel was laid 1 May 1905 and she launched 30 June 1906 under the sponsorship of Mrs. John Alexander Clark, daughter of New Hampshire Governor John McLane. The battleship commissioned in the Philadelphia Navy Yard 19 March 1908 with Captain Cameron M. Winslow, USN, in command.



The USS Nevada (BB-36)

New Hampshire (BB-25) has a length overall of 456 feet, 4 inches; extreme beam, 76 feet, 10 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18 knots, and a designed complement of 41 officers and 809 men. She was originally armed with four 12-inch .45 caliber guns; eight 8-inch .45 caliber guns; twelve 7-inch .45 caliber guns; twenty 3-inch .50 caliber guns; two 1-pounders; two .30 caliber guns and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

The battleship departed Philadelphia to complete fitting out in the New York Navy Yard.

New Hampshire overhauled in the New York Navy Yard 15 October 1908-31 January 1909, then took part in war games with the Atlantic Fleet off Cuba. After operations with the Special Service Squadron off Cuba, she repaired in the Portsmouth Navy Yard 12 May - 6 July. Sailing from New York 7 January 1910, she spent the winter/spring months in combined maneuvers out of Guantanamo Bay until her return to Norfolk 10 March 1911. She again sailed with the Second Battleship Division, 8 May, this time from Norfolk enroute to Europe. Ports of call on this cruise included Copenhagen, Stockholm, Cronstadt, Russia, and Kiel, Germany. She returned off Provincetown, MA, 13 July, taking part in torpedo and mining exercises along the New England seaboard. She then steamed to Chesapeake Bay where she witnessed the experimental firing on the hulk of *San Marcos* (ex-battleship *Texas*) in Tangier Sound 27-28 August

The battleship was back in the Norfolk Navy Yard 23 December 1911 - 24 March 1912. Following maneuvers and exercises along the New England seaboard, she entertained a visiting German Squadron at Hampton Roads 27 May - 8 June and also at New York 9-13 June. She came into Annapolis Roads 21 June, embarking midshipmen for a summer practice cruise. Overhaul in the New York Navy Yard 13 July - 15 October was again followed by exercises over the familiar cruising grounds until 11 December. The ship then sailed to keep watch off strife-ridden Santo Domingo City, Dominican Republic. She again repaired in the Norfolk Navy Yard 1 January - 5 April 1913, after which she cruised north off the coast of New England.

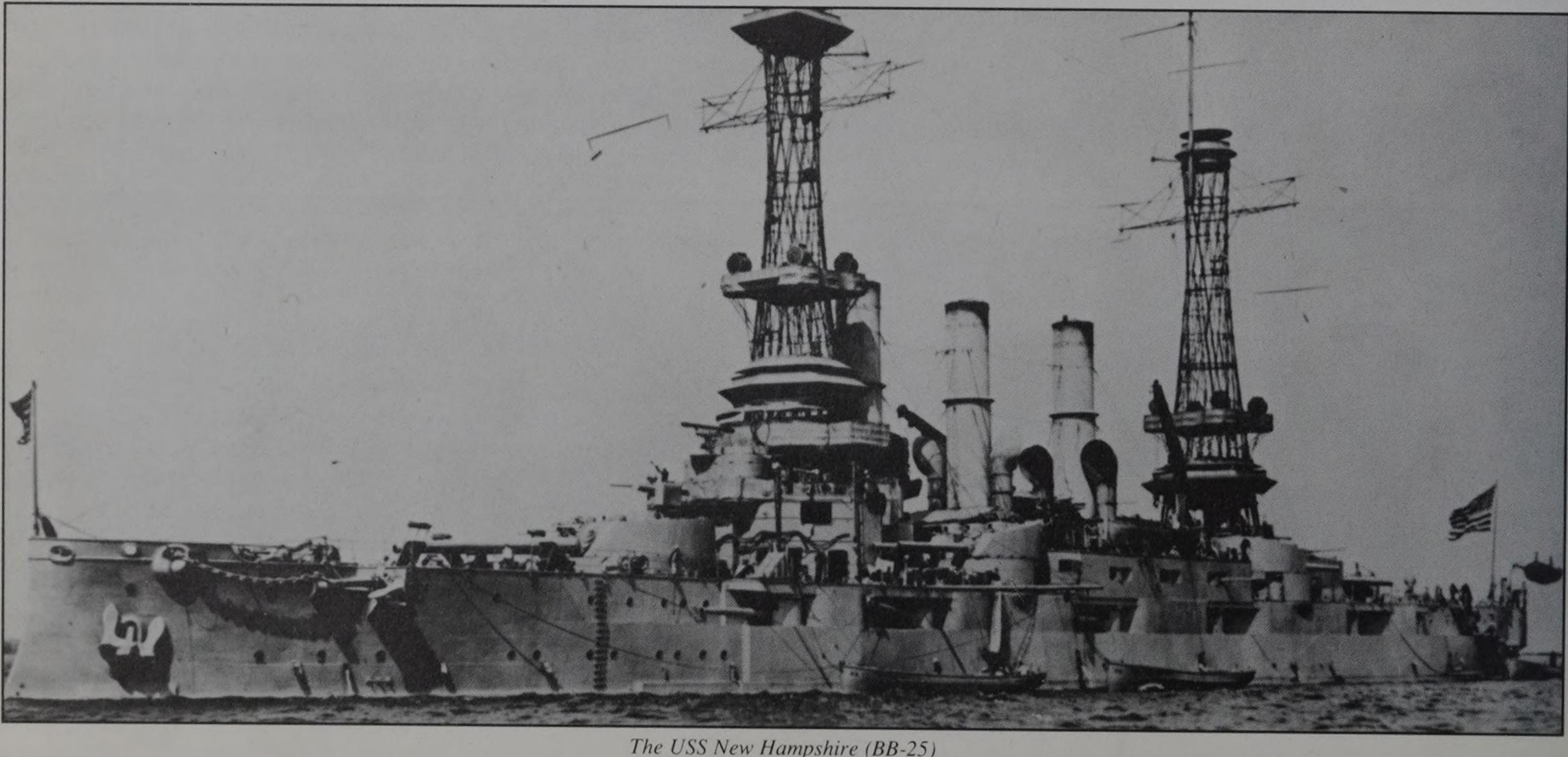
New Hampshire entered Annapolis Roads 5 June, training midshipmen in the Virginia Capes area until 14 June where she departed to watch over American interests along the coast of Mexico. With this duty terminated on 23 December, she returned to Norfolk on the 29th for repairs. The ship engaged in winter/spring maneuvers in the Caribbean Sea, and on 15 April 1914 she steamed from the Virginia Capes for the coast of Mexico, where until 21 June she supported the United States occupation forces off Vera Cruz. She overhauled in the Norfolk Naval Shipyard 27 June - 4 October, and then conducted tactics and exercises north to the New England Coast; these were followed by winter-spring maneuvers out of Guantanamo Bay. She returned to Norfolk 7 April 1915, carrying out exercises and war games along the northeastern seaboard until 10 August when she departed Newport to again watch over American interests off Vera Cruz. The battleship returned to Norfolk 30 September and was once more overhauled in the Navy Yard 25 October 1915- 11 April 1916.

New Hampshire sailed from the Virginia Capes 20 May to base at Newport, RI, for tactics carried out in Block Island Sound until 30 August. After cruising in the Virginia Capes area she entered the Philadelphia Navy Yard 30 September and remained in reserve there until 2 December when she put to sea for Santo Domingo. Two days later, the ship's commanding officer, Captain Lloyd H. Chandler, was designated to administer temporarily the duties of the Ministry of Foreign Affairs and the Ministry of Justice and Education of the Dominican Republic. The incumbents of these offices had fled when martial law was proclaimed. *New Hampshire* remained off this revolt-torn country for nearly two months. On 11 January 1917 the ship sent a bluejacket landing force to San Pedro de Macaris to relieve Marines on police duty for a three-day period. Returning to Santo Domingo, she temporarily relieved the *Olympia* as flagship to Captain Harry S. Knapp, 23-30 January. She left 5 February and entered the Norfolk Navy Yard 23 March for overhaul.

The battleship was still undergoing overhaul in the Navy Yard 6 April 1917 when the United States declared war on Germany. She was ordered to her base in the York River, VA, and arrived there 12 July to serve as a gunnery and engineering training ship. This service was performed in the reaches of Chesapeake Bay, the Virginia Capes and Philadelphia; then north to New York and Newport. On 15 September the ship departed Tompkinsville, NY, as a unit of the ocean escort for a troop convoy safely brought to a rendezvous point off the coast of France. She returned to the York River on 12 October and sailed again from Tompkinsville on 21 October with a convoy that was turned over to the Eastern Escort on 1 November. *New Hampshire* was enroute home on 11 November 1918 when she received a radio message with the welcome news that hostilities had ceased. She returned to the York River 13 November and prepared for duty as a trans-Atlantic transport.

New Hampshire departed Hampton Roads 24 December on the first of four runs to Brest, France, and return to the eastern seaboard. By the time she entered Hampton Roads from her last mission, 22 June 1919, she had brought home a total of 8,542 fighting veterans of World War I. The ship entered the Philadelphia Navy Yard 24 June, remained there until 19 May 1920, then came into Annapolis Roads to embark Naval Academy midshipmen for a summer practice cruise to the Pacific. She sailed 5 June, crossing the Panama Canal for Honolulu and then to the western seaboard ports of Seattle, San Francisco and San Pedro.

On 11 October 1920 *New Hampshire* put to sea for Port-au-Prince, Haiti, where, on 18 October, she became flagship of rear Admiral Harry S. Knapp, Senior Naval Representative of the United States in Haiti.



The USS New Hampshire (BB-25)

She continued flagship duty off Port-au-Prince, and off Cape Haiten, until 12 January 1921, returning to Norfolk five days later.

New Hampshire decommissioned in Philadelphia on 21 May 1921 and remained inactive until her name was struck from the Navy List on 24 August 1923. She was sold for scrapping 1 November 1923 in accordance with the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet, Monitor Book Company

USS NEW JERSEY (BB-62)

The first *New Jersey* (BB-16) was built by the Fore River Shipbuilding Company, Quincy, MA. Her keel was laid 2 April 1902 and she was launched 10 November 1904 under the sponsorship of Mrs. William B. Kenney, daughter of New Jersey Governor Franklin B. Murphy. The battleship was placed in commission 12 May 1906 with Captain William W. Kimball, USN, in command.

New Jersey (BB-16) had a length overall of 441 feet, 3 inches; extreme beam, 76 feet, 3 inches; normal displacement, 14,948 tons; mean draft, 23 feet, 9 inches; designed speed, 19 knots, and a designed complement of 40 officers and 772 men. She was originally armed with four, 12-inch .40 caliber guns; eight, 8-inch .45 caliber guns; 12, 6-inch .50 caliber guns; 12, 3-inch .50 caliber guns; 12, 3-pounders, two, 1-pounders, six, .30 caliber guns and four submerged 21-inch torpedo tubes. The maximum thickness of her armor was 12 inches and her designed indicated horsepower was 19,000.

The *New Jersey* trained along the New England coast out of Provincetown and Boston, MA. She arrived off Havana, Cuba, on 21 September 1906 and remained through 13 October, ready to act in the protection of American lives and property during the Cuban Insurrection. The following year was spent out of Boston, Newport and Norfolk in tactics and battle practice in waters ranging to the Caribbean Sea.

New Jersey was one of the 16 great battleships that stood out of Hampton Roads on 16 December 1907, passing in review with rails manned and firing a 21-gun salute to President Roosevelt on board presidential yacht *Mayflower* as she began the first leg of a world cruise under Rear Admiral Robely D. Evans.

New Jersey was placed in reserve at Boston 2 May 1910 and was recommissioned 15 July 1911 for continued tactics along the eastern seaboard and into the Caribbean Sea. She watched over American interests along the coast of Mexico in the fall of 1913 and sent her landing force ashore at Vera Cruz 21 April 1914 to assist in the occupation of that city.

Continuing to serve off Vera Cruz until 13 August, *New Jersey* then set course to observe conditions in Santo Domingo and Northern Haiti before returning to Hampton Roads on 9 October. Her rigorous schedule of battle practice along the eastern seaboard and in the Caribbean continued until the U.S. entry into World War I when she commenced a service in the Chesapeake Bay area for the training of Navy gunnery and seamen recruits. After the signing of the Armistice she made four trips to France to return nearly 5,000 veterans to the United States. This service terminated 9 June 1919 and soon thereafter she entered the Boston Naval Shipyard for inactivation. She was decommissioned there 6 August 1920. *New Jersey* gave a last measure of service to the nation 5 September 1922, being sunk off Cape Hatteras, NC, by experimental bombing runs of Army aircraft serving under General Billy Mitchell.

The second *New Jersey* (BB-62) was built by the Philadelphia Naval Shipyard. Her keel was laid 16 September 1940 and she was launched 7 December 1942 under the sponsorship of Mrs. Charles Edison, wife of New Jersey Governor Edison, former Secretary of the Navy. The mighty battleship was placed in commission at Philadelphia 23 May 1943, Captain Carl F. Holden, USN, in command.

New Jersey (BB-62) had a length overall of 887 feet, 7 inches; extreme beam, 108 feet, 1 inch; normal displacement, 45,000 tons; mean draft, 28 feet, 11 inches; designed speed, 33 knots, and a designed complement of 117 officers and 1,804 men. She was originally armed with nine, 16-inch .50 caliber guns; 20, 5-inch .38 caliber guns; 16 quadruple 40-mm. anti-aircraft guns; 60, 20-mm. anti-aircraft guns. The maximum thickness of her armor was 17 inches.

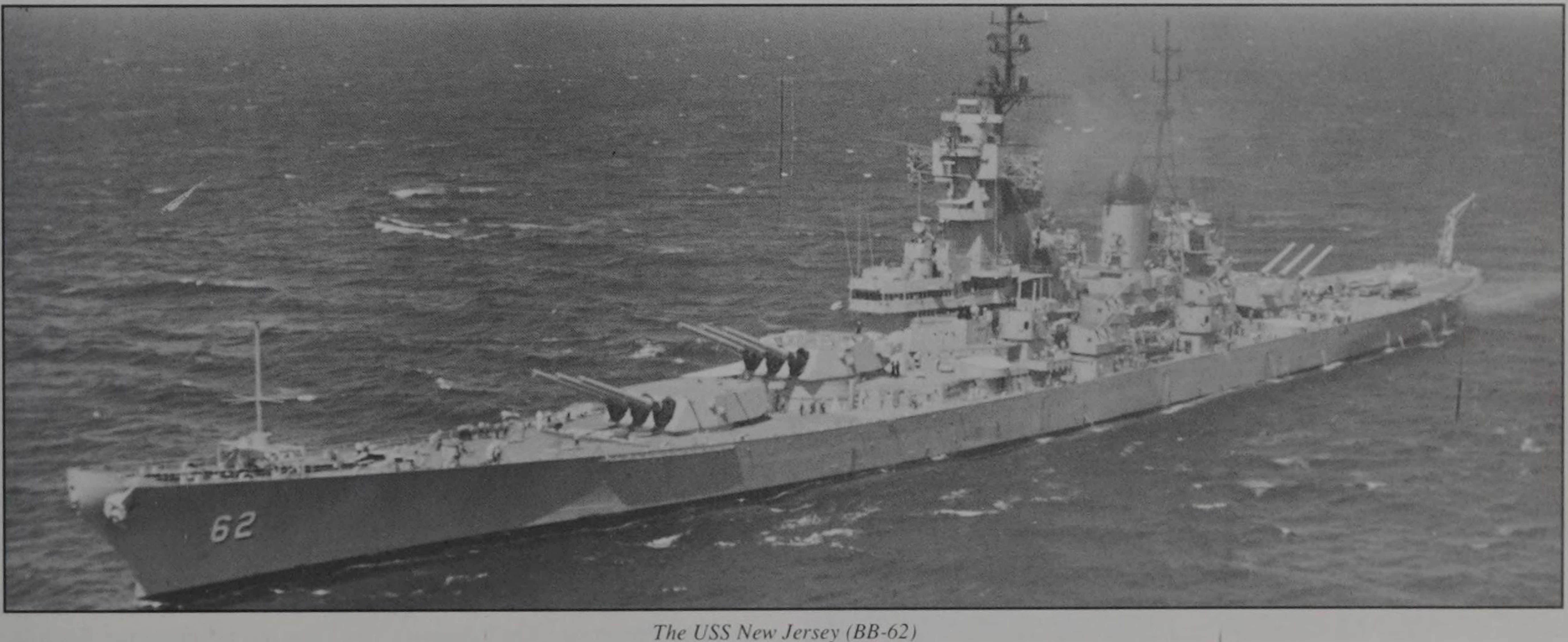
After fitting out and shakedown training along the eastern seaboard to the Caribbean Sea, *New Jersey* crossed the Panama Canal 7 January 1944 bound for Funafuti Atoll, Ellice Islands. She reached her destination for duty with the Fifth Fleet (Central Pacific Force) and made rendezvous three days later with Rear Admiral Forrest C. Sherman's *Bunker Hill* Fast Carrier Task Group 58.3 to participate in the capture and occupation of the Marshall Islands. She was a protective unit as a carrier aircraft pounded Kwajalein throughout 29 January, then turned their attention to various islands of Eniwetok Atoll during the following four days.

She was decommissioned 21 August 1957 at the U.S. Naval Supply Depot, Bayonne, NJ. Since that time the battleship has been assigned to the U.S. Atlantic Reserve Fleet, berthed at Bayonne.

(Note: On 1 August 1967 the United States Defense Department ordered the Navy to demothball battleship *New Jersey* [BB-62] and to prepare it for military service in the Vietnam theater of war. A Pentagon announcement said it would take nine to 10 months to reactivate the big battlewagon for sea duty. The overhauling and modernization will be performed at the Philadelphia Navy Yard and will cost approximately 27 million dollars.

(The announcement also said that modernization of the ship "will be limited to essential updating of her electronic equipment," and that her manning will be on an "austere" basis, with 70 officers and 1,400 enlisted men making up the crew's complement. The limited modernization means that no full air control or command and control capabilities will be installed in *New Jersey*.

(The official government announcement said further that "*New Jersey* will join the Seventh Fleet naval shore bombardment forces" in the Gulf of Tonkin, and that "her nine 16-inch guns will provide an extended range of increased destructive power to the current Seventh Fleet bombardment" of Communist forces in Vietnam. The battleship was recommissioned in Philadelphia 6 April 1968, Captain J. Edward Snyder CO.) The USS *New Jersey* was decommissioned on 8 February 1991 in Long Beach, CA.



The USS New Jersey (BB-62)

USS NEW JERSEY AWARDS

New Jersey (BB-62) earned 13 battle stars and other awards for the following operations:

★ 1 Star/Marshall Islands Operation: Occupation of Kwajalein and Majuro Atolls: 29 Jan-8 Feb 1944
Bombardment of Mille Atoll: 18 Mar 1944
★ 1 Star/Asiatic-Pacific Raids—1944: Truk Attack: 16-17 Feb 1944
Palau, Yap, Ulithi, Woleai raid: 30 Mar-1 Apr 1944
Truk, Satawan, Ponape raids: 29 Apr-1 May 1944
★ 1 Star/Hollandia Operation (Aitape, Humboldt Bay-Tanahmerah Bay): 21-24 Apr 1944
★ 1 Star/Marianas Operation: Capture and occupation of Saipan: 11-24 Jun 1944
Battle of the Philippine Sea: 19-20 Jun 1944
Capture and occupation of Guam: 12 Jul-15 Aug 1944
Palau, Yap, Ulithi raid: 25-27 Jul 1944
★ 1 Star/Western Caroline Islands Operation: Capture and occupation of southern Palau Islands: 6 Sep-14 Oct 1944
Assaults on the Philippine Islands: 9-24 Sep 1944
★ 1 Star/Leyte Operation: Third Fleet Supporting Operations —Okinawa Attack: 10 Oct 1944
Northern Luzon and Formosa attacks: 13-14 Oct 1944
Luzon attacks: 15,17-19 Oct 1944; 5-6, 19-25 Nov 1944; 14-16 Dec 1944
Visayas attack: 21 Oct 1944
★ 1 Star/Luzon Operation: Formosa attacks: 3-4, 9, 15, 21 Jan 1945
Luzon attacks: 6-7 Jan 1945
China Coast attacks: 12, 16 Jan 1945
Nansei Shoto attack: 22 Jan 1945
★ 1 Star/Iwo Jima Operation: Fifth Fleet raids against Honshu and the Nansei Shoto: 15-16, 25 Feb 1945; 1 Mar 1945
Assault,occupation of Iwo Jima: 15 Feb-4 Mar 1945
★ 1 Star/Okinawa Gunto Operation: Fifth and Third Fleet raids in support of the Okinawa Gunto Operation: 17 Mar-14 Apr 1945
★ 1 Star/Communist China Spring Offensive: 17-31 May 1951; 3-14 Jun 1951; 27 Jun-8 Jul 1951
★ 1 Star/U.N. Summer-Fall Offensive: 9-19 Jul 1951; 15 Aug-2 Sep 1951; 19 Sep-6 Oct 1951; 9-19 Oct 1951; 31 Oct-11 Nov 1951; 13-14 Nov 1951
★ 1 Star/Third Korean Winter: 11-26 Apr 1953; 30 Apr 1953
★ 1 Star/Korea, Summer-Fall 1953: 1-7 May 1953; 23 May-1 Jun 1953; 5-20 Jun 1953; 22-28 Jun 1953; 3-14 Jul 1953; 17-27 Jul 1953
★ China service Medal: 18-19 Aug 1953; 28-29 Aug 1953
★ Navy Occupation Service Medal (Asia): 23 Oct 1945 -29 Jan 1946
★ Navy Occupation Service Medal (Europe): 28 Jul-1 Aug 1952
Korean Service Medal and United Nations Service Medal:
12 May-24 Nov 1951; 5 Apr-17 Aug 1953; 31 Aug-15 Oct 1953
★ Philippine Republic Presidential Unit Citation Badge: 10, 13-15, 17-19, 21 Oct 1944; 5-6, 19-25 Nov 1944; 14-16 Dec 1944; 3-4, 6-7, 9, 12, 15-16, 22 Jan 1945
★ Korean Presidential Unit Citation Badge: 13 May-22 Nov 1951; 5 Apr-27 Jul 1953

USS *NEW MEXICO* (BB-40)

Construction of Battleship 40 was allocated to the Brooklyn Navy Yard and work began in October 1915. At first scheduled to bear the name *California*, 23 April 1917the huge finished product was officially designated *New Mexico* (BB-40) the first US Navy ship to be named for the state. Sponsor at the launching ceremonies was Miss Margaret C. DeBaca.

New Mexico (BB-40) had a length overall of 624 feet; extreme beam, 97 feet, 5 inches; normal displacement 32,000 tons; mean draft, 30 feet; designed speed, 21 knots, and a designed complement of 58 officers and 1,026 men. She was originally armed with 12, 14-inch .50 caliber guns; 14, 5-inch .51 caliber guns; four, 3-inch .50 caliber guns and two, 21-inch submerged torpedo tubes. The maximum thickness of her armor was 18 inches.

New Mexico (BB-40) was the prime example of engineering prowess of United States naval architectural genius. She was singled out to be the first turbo-electric-driven battleship. Prompted by the successful record of fleet collier *Jupiter*, a pioneer in electric propulsion, Secretary of the Navy Josephus Daniels put his signature on an order to outfit *New Mexico* with four mammouth General Electric motors. These would operate the battleship's four propellers and enable her to make her accredited 21 knots.

On 20 May 1918 a United States Navy placed in commission this powerful new $21 million weapon. Trial runs completed, *New Mexico* joined the Atlantic Fleet at Yorktown, VA, rushed through a necessarily brief shakedown stint and cruised to Boston in September.

January 1919 saw the ship moving out of New York Harbor as an escort to the *George Washington*. Aboard the transport was President Wilson, armed with Fourteen Points.

Admiral Hugh Rodman, Commander-in-Chief of the newly organized naval force, chose to break his flag in *New Mexico*. Thus, as the first flagship of the United States Pacific Fleet, *New Mexico* accompanied other units through the Canal and established her base at San Pedro, CA.

In 1924 she went with the fleet on a cruise to Panama, the Caribbean and New York. About this time, United States Naval forces were again revamped and the Pacific Fleet became known as the United States Battle Fleet. *New Mexico* was made flagship of the Commander, Battleship Division Four.

New Mexico left Bremerton, WA 25 April 1925 to join the fleet in sham battle in Hawaii. She then voyaged to Australia and New Zealand en route, at Samoa and New South Wales. Returning to San Pedro, *New Mexico* carried out routine maneuvers from that base during the following years, taking time out in 1928 for a cruise to Hawaii and a brief visit to Hampton Roads in 1930.

On 5 March 1931 the United States Navy ordered *New Mexico* to check in at the Philadelphia Naval Yard for modernization. Re-boilering and reworking of internal protection was completed, while a tower bridge was installed and cage masting reduced to a minimum.

Released from Philadelphia 22 January 1933, the modernized *New Mexico* was tried and tested in Cuban and Haitian waters while under the command of Captain David A. Weaver. On 20 July *New Mexico* put to sea for a lengthy reconnaissance of shipping lanes choked with material being hauled to the Britons. Stopping at Iceland, where the rapidly-expanding United States military forces had thrown up an outer bulwark, the warship spent nine days at anchor within the harbor capital of Reykjavik.

From 12-25 October 1941 and 9-11 November 1941 the battleship's gunnery and navigation departments were put through their paces in Casco Bay. *New Mexico* left Halifax, Nova Scotia, 14 November for more patrolling, put in at Boston on the 25th to loaded up with ammunition. By 1 December she was back in Casco Bay.

In and around the San Francisco area the old battleship conditioned for war. Twice she went to nearby San Pedro Naval Base 10-13 May 19-22 June. Long-awaited orders sent *New Mexico* steaming out of San Francisco Bay 1 August. Meeting Task Force 17 south of the Hawaiians, on 8 August, she participated in joint exercises before putting in at Pearl Harbor on the 14th.

On 18 December the ship arrived in the Fiji Islands and anchored at Nandi, ready to lend her weight to the final consolidation of the embattled Solomons. On 9 January 1943 she left neighboring Suva to screen escort carriers whose planes were acting on Bull Halsey's exhortation to "hit hard, hit fast, hit often" at Guadalcanal. Fueling from advance bases in the Fiji-New Hebrides area, *New Mexico* continued in a screening capacity until 11 February when she returned to Nandi. En route to Pearl Harbor, the ship stopped 8 March at Efate in the New Hebrides and at Samoa 11-15 March, reaching her destination on the 22nd. For the rest of March and all of April *New Mexico* remained based at Oahu . Vice Admiral Leary left the battleship in April; and Rear Admiral Robert M. Griffin, Commander, Battleship Division Three, embarked with his staff in May, and arrived 17 May.

Designated to assist in ousting the Japanese from the Aleutians, battleship *New Mexico* set sail for desolate Adak Island on 10 May.

Since being put ashore on snowy Attu Island 11 May, United States 4th and 7th Infantry Divisions had butted and bayoneted their way through molasses-like mud and bitter cold to cut off Chichagof Harbor. On the 21st, *New Mexico* rendezvoused with other units to cover Attu from seaward and prevent possible reinforcement of Colonel Yamazaki's exhausted garrison. Shortly after midnight on 29 May 1943, what remained of the Japanese on Attu came howling up the valley from Chichagof toward to American artillery positions beyond Clevesy Pass.

Kiska then became Captain Downes' immediate concern. With the Eleventh Air Force bombers, *New Mexico's* battleship-cruiser bombardment force opened up against Kiska 22 July.

American reoccupation of Kiska, 175 miles east of captured Attu, was about to be realized, as the strongest force ever mounted in the North Pacific readied for the onset. In a support group, *New Mexico* stood off-shore 15 August as United States troops broke into Quisling Cove on the northwest coast.

New Mexico cleared Kuluk Bay 29 August and sailed southeast to arrive in the Puget Sound Navy Yard 4 September 1943. Escorted out of the yard 9 October by the auxiliary *Fox, New Mexico* reached San Pedro on the 12th. By 26 October she was back in Pearl Harbor.

With the new year came a new job in the Central Pacific, the Marshall Islands. *New Mexico* left Pearl Harbor in her wake 22 January 1944, arriving off Kwajalein Atoll for the pre-invasion battering on the 31st. Into Ebeye and Kwajalein Islands the battleship pumped high explosives by the ton, cutting the islands into a maze of craters before she retired on 1 February. Here she suffered her first casualty of the war.

Turning her attention to Taroa Island in the Maloelap Atoll 20 February, and Wotje Island in the Wotje Atoll on the 21st, both in the Marshalls, *New Mexico* bombarded those pin-point to such an extent that not a worthwhile target remained on either of them. By the end of the Marshall strikes Captain Zacharias' main and secondary batteries had fired 2400 rounds against the enemy defenses.

New Mexico churned into Majuro Lagoon, on 23 February. Later she continued southward to Havannah Harbor, Efate, for rearming. On 20 March she joined other units in the diversionary one-day bombardment of Kavieng on New Ireland, in coordination with a United States Marine invasion of Emirau Island 75 miles to the northwest. This sudden blow brought rapid counter-battery fire, but again *New Mexico* withdrew without a scratch.

From Efate 23 April battleships *Idaho, Pennsylvania* and *New Mexico* headed southwest with a band of destroyers. Recreation awaited their crews upon arrival in Sydney, Australia, 29 April. On 5 May the Navy pulled out of Sydney's harbor, *New Mexico* reaching Efate 10 May 1944.

Stationed off Tinian 14-15 June *New Mexico* cut loose with an artillery assault. *New Mexico* focused her fire on Guam 16 June. In addition to her rigourous shooting schedule, the big warship provided protection for the soft transports and supply ships huddled around Saipan until 25 June.

Phase 2 of the Marianas occupation was the reconquest of Guam Island. Undisputed control of Marianas' approaches had been gained by thoroughly whipping the enemy in the Battle of the Philippine Sea (19-20 June). The "Queen" dropped anchor within Eniwetok Atoll 27 June and spent over two weeks of inactivity.

A naval assault team was formed at Saipan on the 15th consisting of battleship *Pennsylvania* and *New Mexico*, destroyers *Hailey* and *Haggard*, and the auxiliary *Hamilton*. These ships arrived off Guam Island 17 June and hit shore defenses. *New Mexico* guns boomed with the others to cut a fiery swath across Guam until shortly after the sun had risen 21 July. That morning taut-faced Marines in mottled garb scrambled onto the shell-pocked beaches. Thereafter *New Mexico's* job was to render close fire support.

After the initial landing at Guam, Captain Zacharias received an urgent request for illumination fire to prevent Japanese counter-attacks under cover of darkness. In reply, *New Mexico's* rifles sent star shells arching out over the hidden enemy positions, lighting up the sky.

On 30 July 1944, thirteen days and 6,500 shells after she had begun her job on Guam and nearby Rota, *New Mexico* left the Marianas. With a stop at Eniwetok, 2 August, the battleship crossed the Pacific to Pearl Harbor, and then to the Navy Yard at Puget Sound.

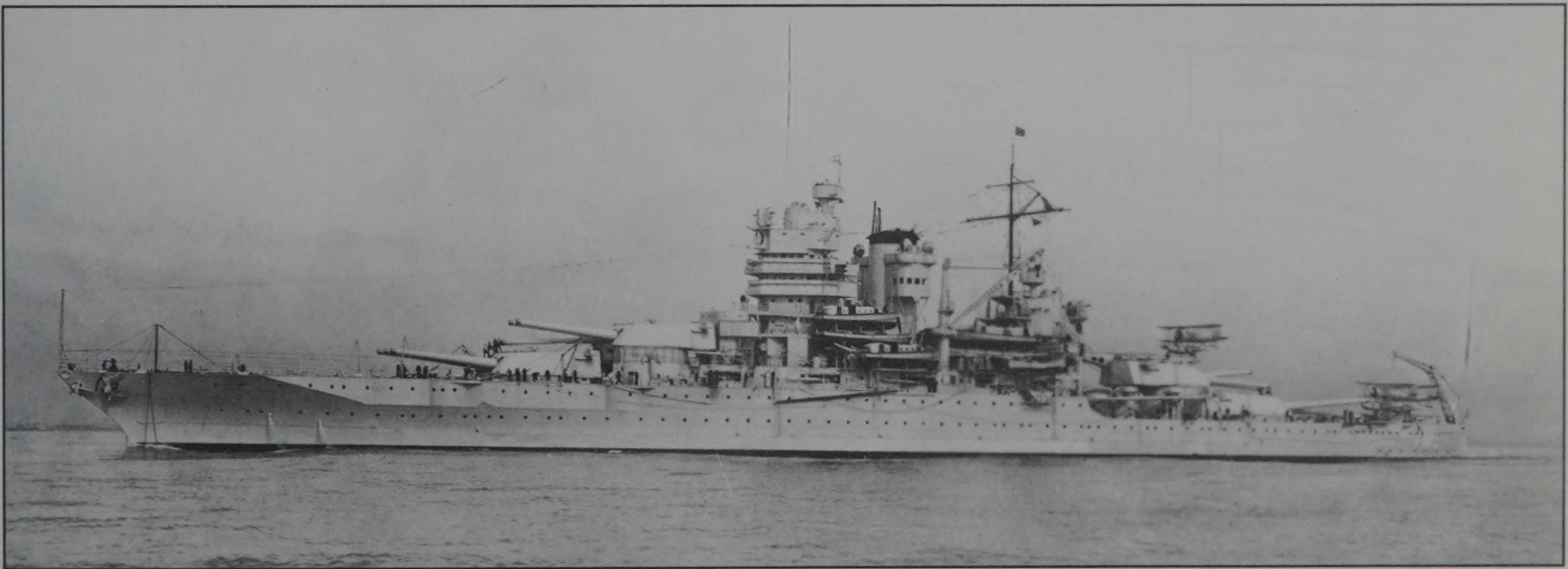
To sea again on 10 November, *New Mexico* sailed to Ulithi in the Western Carolines and spent 21-23 November there before heading into battle. *New Mexico* and "Company" moved into Leyte Gulf 25 November to cover the battling on Leyte and Samar.

While fighting off Kamikazes overhead, *New Mexico* continued uprooting installations in her assigned area. Suddenly, at noon 6 January, a Kamikaze plane with its 500-lb bomb swooped down, splashed into her port navigating bridge and blew up. Damage repair parties went into action, putting out the fires and tending to the 30 dead and 87 wounded.

Despite personnel losses, *New Mexico* lost little in battle efficiency. Among the targets assigned her were two bridges, each 16 feet wide and roughly 7 1/5 miles inland. *New Mexico's* gunnery damaged one beyond repair and made the other useless to the Japanese. Unopposed on the beaches, United States troops went ashore 9 January to fight a campaign against the enemy.

Having expended ammunition amounting to 1,391,975 pounds at Luzon (25,795 rounds), *New Mexico* moved out of Lingayen Gulf 22 January and dropped anchor in San Pedro Bay off Leyte on the 24th.

At Pearl Harbor *New Mexico's* first battle damage in her long career of United States naval service was repaired. On 1 March



The USS New Mexico (BB-40)

Commander Warren was relieved and control of the *New Mexico* given to Captain John Meade Haines, USN. On 9 March the man-o-war headed for Ulithi.

In the offing was the capture of Okinawa, the most difficult operation undertaken by United States forces in the Pacific. While her sailors swarmed over the tiny island of Mog Mog in the Ulithi Atoll, *New Mexico* rearmed refueled. On the 10th of March Captain Haines directed his battleship northwest toward Ryukyus. For six days prior to the landings on Okinawa the ship supported demolition teams and minesweeping operations in the area.

On 5 April *New Mexico* became the flagship of Admiral Raymond A. Spruance, Commander, United States Fifth Fleet. The next day the Japanese "Divine Wind" started blasting the Navy at Okinawa. During the 64 days spent at Okinawa, the Fifth Fleet's flagship went to General Quarters 82 times and to Air Defense 86 times. *New Mexico* sailors brought her total score of planes downed to 21 by accounting for eight Japanese aircraft.

May 12 brought the Imperial Air Force thundering to the attack in droves. Shortly after 1700, a formation closed *New Mexico* from astern. Captain Haines' gunners, nestled in anti-aircraft gun tubs, banged away at one of them diving down on the battleship

Weary sailors worked amid grime and twisted steel throughout the night, clearing debris, appraising damage and readying the ship's guns for new attacks. Casualties incurred amounted to 177 men, including 55 dead and three missing. Damage was so extensive as to be considered irreparable outside a Navy yard.

Before dawn on 13 May, *New Mexico's* anti-aircraft batteries were again primed for action. During the days that followed, the deck and engineering departments performed miracles of gunnery and hull repair, aided by technicians from the repair ship *Oceanus*. The*New Mexico* was able to continue as Admiral Spruance's flagship until 27 May, when she was ordered to Guam.

Both in weight and in the number of rounds expended, the amount which *New Mexico* had fired at Okinawa was the largest used in any of her previous engagements. She had used up 21,876 rounds for a total of 4,708,517 pounds; 2778 projectiles had been hurled from her main battery alone.

Permanent repairs were made at Leyte from 7 June through 8 August 1945. Sailing 23 August to make the most historic rendezvous in her history, *New Mexico* three days later joined Admiral Halsey's myriad Third Fleet units which were massing off Sagami Wan at the entrance to Tokyo Bay. A fleet minesweeper, aptly named *Revenge*, on 30 August led 189 combatant United States Navy ships, their auxiliary supporting force and 17 British seafighters past shattered Yokosuka Naval Base into the "mouth of the Dragon."

After five days at Pearl Harbor, 20-25 September, the ship continued on the the Panama Canal Zone. She arrived in Boston on the 18th. Here the great battleship celebrated Navy Day 27 October 1945. Commander Arnold H. Newcomb, who had served as gunnery officer during the Philippine and Okinawa campaigns, took over command from Captain Haines. In the subsequent months, while *New Mexico* was laid up at Boston, Commander Newcomb supervised preparations for her decommissioning.

New Mexico decommissioned at Boston 19 July 1946. Her name was struck from the Navy List 25 February 1947 and she was sold for scrapping 9 November 1947 to Lipsett, Inc., of New York.

From: United States Battleships, The History of America's Greatest Fighting Fleet

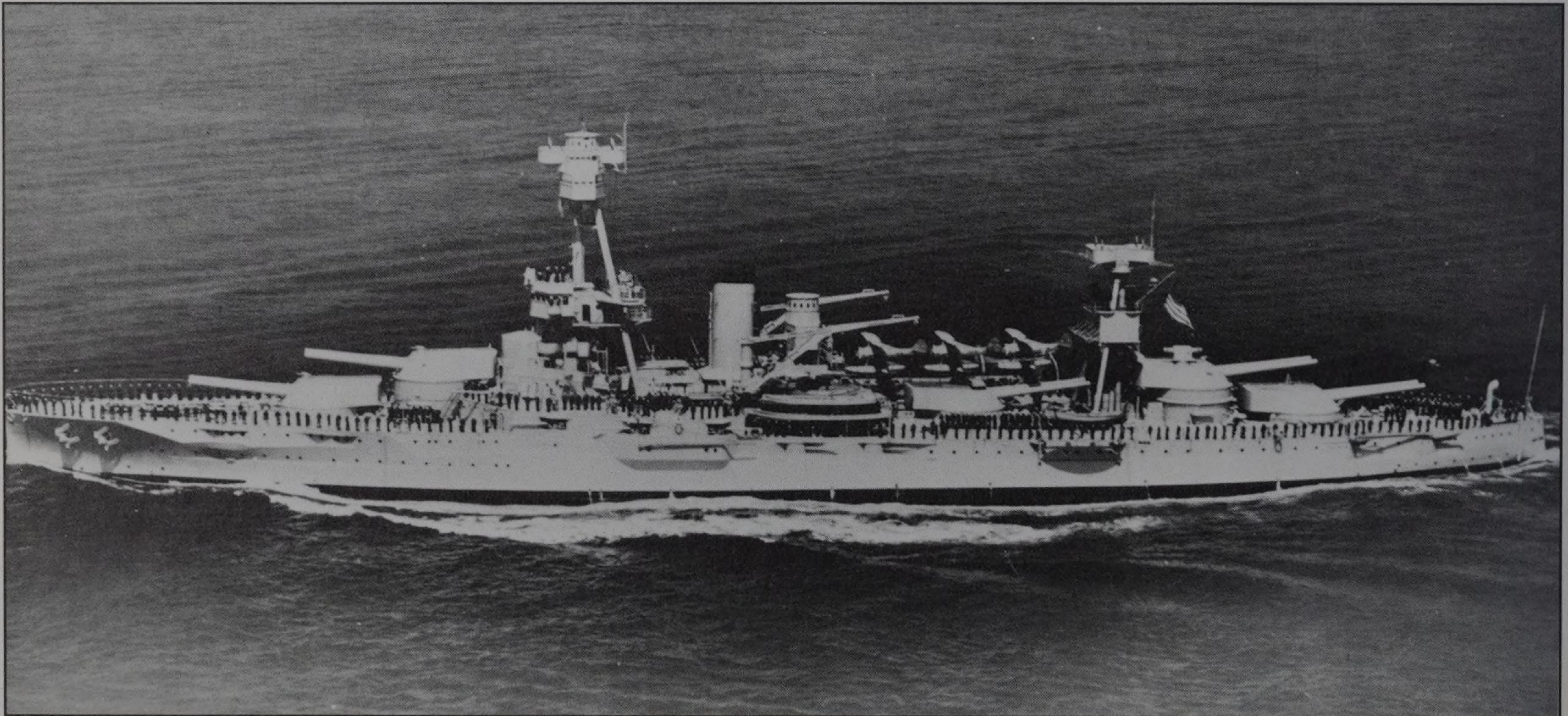
USS NEW YORK (BB-34)

The fifth *New York* (BB-34) was laid down 11 September, 1911 by Brooklyn Navy Yard, NY; launched 30 October 1912; and commissioned 15 April 1914, Capt. Thomas S. Rogers in command.

Ordered south soon after commissioning, *New York* was flagship for Rear Admiral Frank Fletcher, commanding the fleet occupying and blockading Vera Cruz until resolution of the crisis with Mexico in July 1914. *New York* then headed north for fleet operations along the Atlantic coast as war broke out in Europe. During her World War I service, *New York* was frequently visited by royal and other high-ranking representatives of the Allies, and she was present for one of the most dramatic moments of the war, the surrender of the German High Seas Fleet in the Firth of Forth 21 November 1918. In 1937, carrying Admiral Hugh Rodman, the President's personal representative for the coronation of King George VI of England, *New York* sailed to take part in the Grand Naval Review of 20 May 1937 as sole U.S. Navy representative.

From America's entry into World War II, *New York* guarded Atlantic convoys to Iceland and Scotland when the U-boat menace was gravest. Submarine contacts were numerous, but the convoys were brought to harbor intact. *New York* brought her big guns to the invasion of North Africa, providing crucial gunfire support at Safi 8 November 1942. She then stood by at Casablanca and Fedhala before returning home for convoy duty escorting critically needed men and supplies to North Africa. She then took up important duty training gunners for battleships and destroyer escorts in Chesapeake Bay, rendering this vital service until 10 June 1944, when she began the first of three training cruises for the Naval Academy, voyaging to Trinidad on each.

New York sailed 21 November for the West Coast, arriving San Pedro 6 December for gunnery training in preparation for amphibious operations. She departed San Pedro 12 January 1945, called at Pearl Harbor, and was diverted to Eniwetok to survey screw damage. Nevertheless, despite impaired speed, she joined the Iwo Jima assault force in rehearsals at Saipan. She sailed well ahead of the main body to join in pre-invasion bombardment at Iwo Jima 16 February. During the next three days fired more rounds than any other ship present; and, as



The USS New York (BB-34)

if to show what an old-timer could do, made a spectacular direct 14"-hit on an enemy ammunition dump. Leaving Iwo Jima, *New York* at last repaired her propellers at Manus and had speed restored for the assault on Okinawa, which she reached 27 March to begin 76 consecutive days of action. She fired pre-invasion and diversionary bombardments, covered landings, and gave days and nights of close support to troops advancing ashore. She did not go unscathed; a kamikaze grazed her 14 April, demolishing her spotting plane on its catapult. She left Okinawa 11 June to regun at Pearl Harbor. *New York* prepared at Pearl Harbor for the planned invasion of Japan, and after war's end, made a voyage to the West Coast returning veterans and bringing out their replacements. She sailed from Pearl Harbor again 29 September with passengers for New York, arriving 19 October. Here she prepared to serve as target ship in operation "Crossroads," the Bikini atomic tests, sailing 4 March 1946 for the West Coast. She left San Francisco 1 May and after calls in Pearl Harbor and Kwajalein, reached Bikini 15 June. Surviving the surface blast 1 July and the underwater explosions 25 July, she was taken into Kwajalein and decommissioned there 29 August 1946. Later towed to Pearl Harbor, she was studied during the next two years, and on 8 July 1948 was towed out to sea some 40 miles, sunk after and 8-hour pounding by ships and planes carrying out full-scale battle maneuvers.

By H.R. "Shorty" Reynolds

USS *NORTH CAROLINA* (BB-55)

The *USS North Carolina* was built at the New York Navy Yard in Brooklyn, NY. The keel was laid on October 27, 1937 and it was commissioned on April 9, 1941 and decommissioned on June 27, 1947. Its displacement was 36,600 tons standard and 44,800 tons fully loaded. It was 724' 8 5/8" in length and the beam was 108' 3 7/8". It had a maximum speed of 28 knots (32.2 mph). The crew consisted of 2,339 men (144 officers and 2,193 enlisted). The armament was nine 16"/45 Caliber Guns, 20 - 5"/38" Caliber Guns, 60 - 40 mm/56 Caliber Guns, and 36 - 20 mm/70 Caliber Guns.

The *USS North Carolina*, 48th battleship of the United States, and the third to bear the name North Carolina. It was the first of the new 36,000 ton battleships laid down after the expiration of the Washington and London limitation of Naval Armaments Treaties at the close of the year 1936. The last battleship placed in commission prior to this time was the *USS West Virginia* (BB-48) built at the plant of the Newport New Shipbuilding and Drydock Company, and completed in 1923. Battleships 49 top 54, in various stages of erection at the time the Washington treaty was concluded, had been broken up on the ways or sunk in accordance with the terms of this agreement.

The *USS North Carolina* (BB-55) was laid down in Shipways No. 1 of the New York Navy Yard on the 27 October 1937. Construction of the vessel had been allocated to the Navy Yard in June of that year, the date of contract fixed as the 1 August 1937. Actual erection on the ways was not begun, however until the late-April 1938, by which time a sufficient amount of structural material has been received and fabricated to warrant proceeding with its erection on the ways.

The ship was launched on the 13 June 1940 in a colorful ceremony witnessed by the largest throng ever assembled in the Navy Yard. Miss Isable Yong Hoey, daughter of the then-governor Clyde R. Hoey of North Carolina christened the ship.

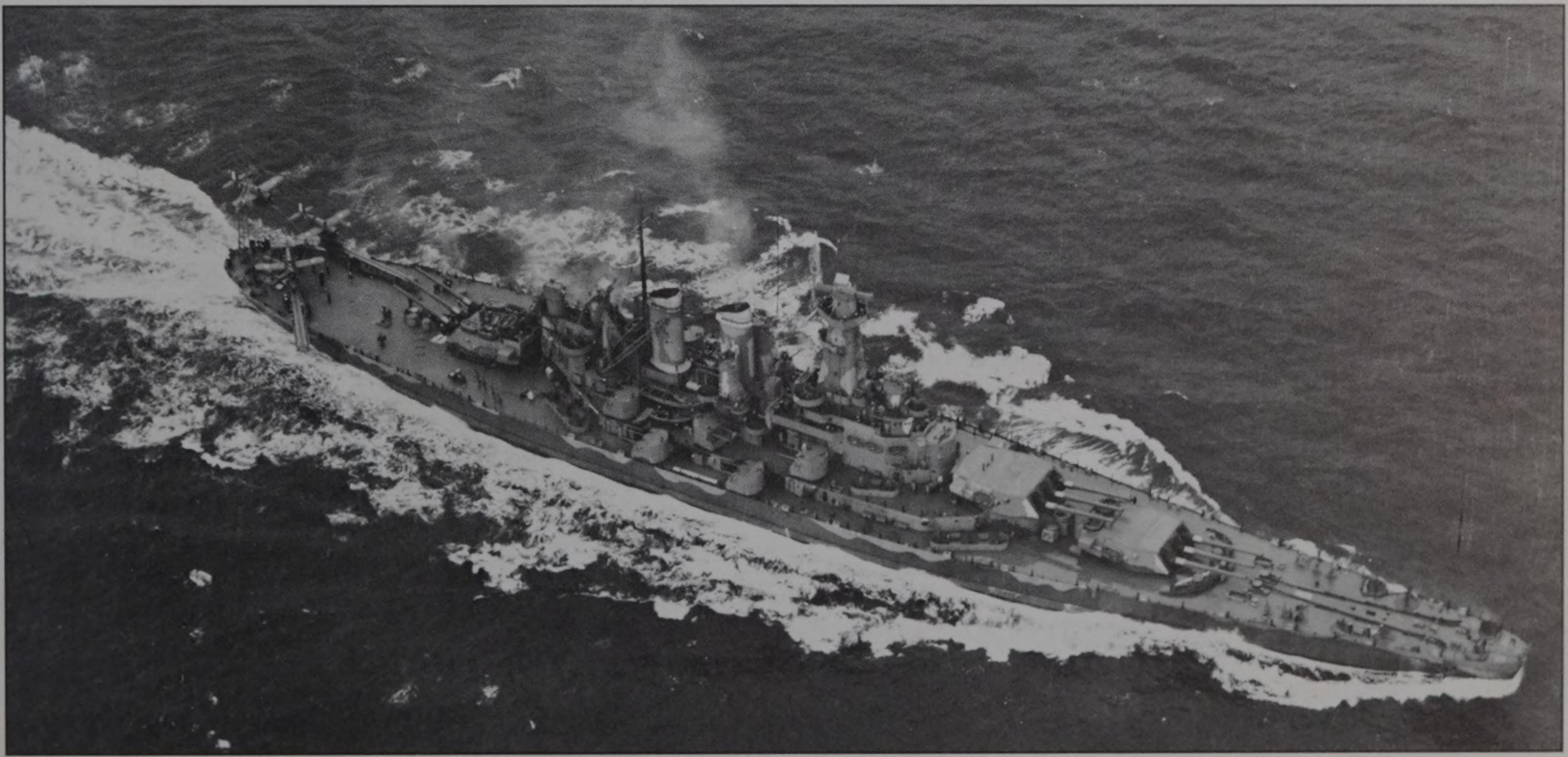
Her commissioned service lasted little more than six years. Commissioned in 1941, the *USS North Carolina* was considered the greatest sea weapon in the world at that time. During WW II, she earned 15 Battle Stars and participated in every major naval offensive in the Pacific from Guadalcanal to Okinawa. A memorial since 1961, the *USS North Carolina* is dedicated to the men and women from her state who defended our country during World War II and to nearly 10,000 North Carolinans and who gave their lives in that war.

USS *NORTH DAKOTA* (BB-29)

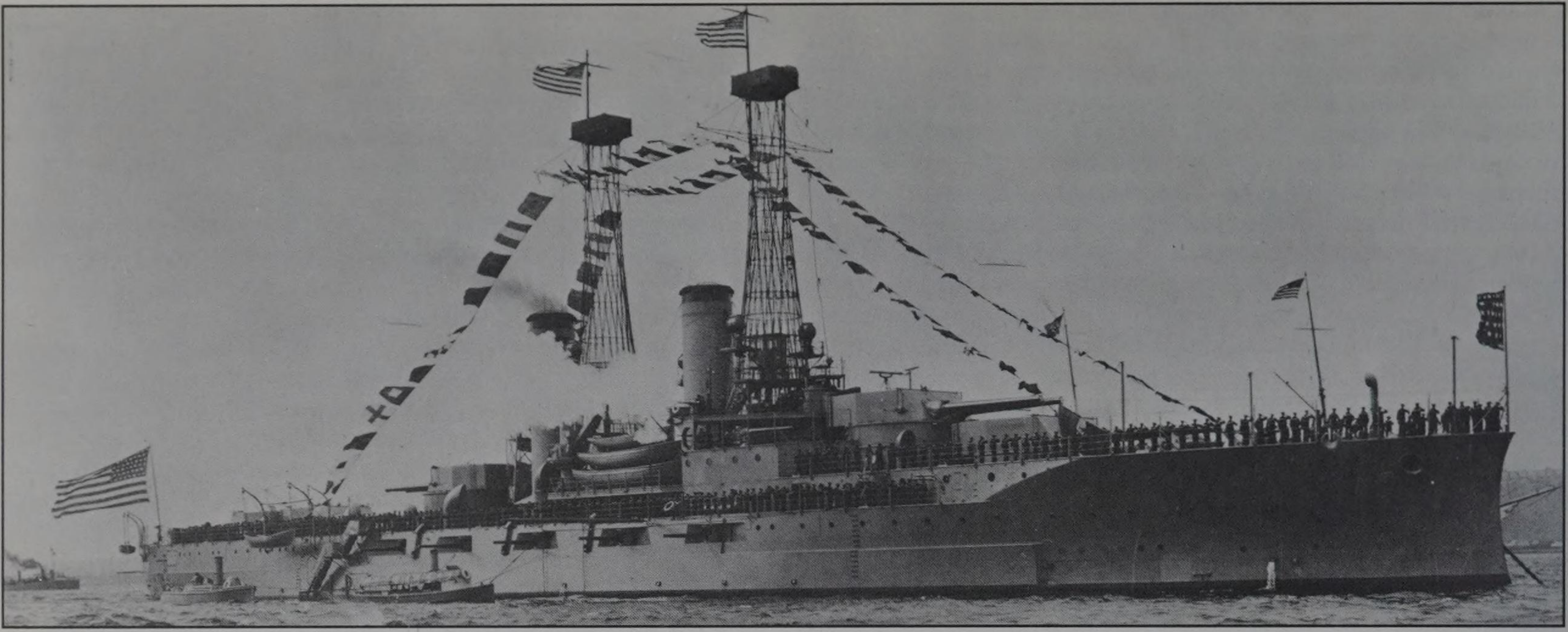
North Dakota (BB-29) was built by the Fore River Shipbuilding Company, Quincy, Massachusetts. Her keel was laid 16 December 1907 and she launched 10 November 1908 under the sponsorship of Miss Mary Benton, daughter of Colonel John Benton of Fargo, North Dakota. The battleship commissioned in the Boston Navy Yard 11 April 1910, Commander Charles P. Plunkett, USN, in command.

North Dakota had a length overall of 518 feet, 9 inches; extreme beam, 85 feet, 3 inches; normal displacement, 20,000 tons; mean draft, 26 feet, 11 inches; designed speed, 21 knots, and a designed complement of 55 officers and 878 men. She was originally armed with ten 12-inch .45 caliber guns, fourteen 5-inch .50 caliber guns and two 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches. She was the first United States battleship to be fitted with turbine engines.

The battleship departed Boston 1 August 1910 for shakedown training along the New England coast and off the Virginia Capes. After alterations in the New York Navy Yard, she sailed with the First Division, 2 November, for Portland, England, and Cherbourg, France, and then to Guantanamo Bay, Cuba, for winter-spring maneuvers in the Caribbean Sea. She returned north to Norfolk and, after repairs to her turbines at New York witnessed the experimental firing on the hulk of *San Marcos* (ex-battleship *Texas*) in Tangier Sound, Chesapeake Bay, 27-28 August. There were repeated tactics and maneuvers north to the New England coast until 5 June 1912 when she entered Annapolis



The USS North Carolina (BB-55)



The USS North Dakota (BB-29)

Roads to embark midshipmen for a summer practice cruise off Provincetown, Newport and New York. After a visit to Charleston, South Carolina (17-24 November 1912), she sailed north to New York. On 1 January 1913 she came off Thompkinsville, forming a unit of the honor escort for HMS *Natal* which entered the North River with the body of the late United States Ambassador to Brazil, Whitelaw Reid.

On 3 January 1913, *North Dakota* left New York for winter-spring maneuvers in the Caribbean. After calling at Colon, Panama, to let her men inspect the nearly completed Panama Canal, she spent the following months out of Guantanamo Bay. She returned to Norfolk 25 March, ranging north in tactics and maneuvers with the fleet off the New England coast. She again sailed from Annapolis, 9 June, on a midshipmen summer practice cruise which took her to Newport, New York and Eastport, Maine. After debarking the midshipmen at Annapolis, 24-25 August, she was overhauled in the New York Navy Yard (21 September 1913-19 April 1914). She then got under way to support the occupation forces in waters off Vera Cruz and Tuxpan, Mexico, until 8 October 1914. Returning to Norfolk from the Coast of Mexico 16 October, she cruised as far north as New York before going in for repairs in the Norfolk Navy Yard (26 November 1914-16 January 1915).

North Dakota sailed from Norfolk 21 January for winter-spring fleet maneuvers and war games in the Caribbean Sea, returning to Norfolk 12 February. After tactics and battle practice along the New England coast out of Newport, she was placed in reserve at Philadelphia 1 July. She remained in reserve at the Philadelphia Navy Yard until 21 February 1917 when she passed into Tangier Sound for several weeks of target practice, gunnery drills and tactics. She was on duty 6 April 1917 when she received notice by radio that war existed between the United States and Germany.

Throughout World War I, *North Dakota* served as a gunnery and engineering training ship, based alternately in the York River, in Virginia, and at New York. Following the signing of the Armistice, she departed New York 9 December 1918, en route for winter-spring fleet maneuvers and battle practice in the Caribbean. After a mission to load submarine stores at Balboa, Panama Canal, she came into Guantanamo Bay, her base for maneuvers and war games, until her return to New York 14 April 1919. Fleet exercises and tactics along the eastern seaboard, from the Virginia Capes north to Provincetown, Boston, New London and New York, filled the following months. She sailed from New York 3 October on a training cruise to Cuba, returning to Norfolk 30 October.

On 13 November *North Dakota* put to sea from Norfolk to transport the body of the late Italian Ambassador to the United States to Naples, Italy, where she arrived 4 December. After cruising with the First Battleship Division, Third Squadron, to Athens, Greece, and Constantinople, Turkey, she called at Valencia, Spain, and Gibraltar. Departing the latter port 30 January 1920, the ship sailed for winter-spring maneuvers which took her to Barbadoes, British West Indies; Colon, Panama, and Guantanamo Bay. She returned north to New York 2 May and briefly cruised with Naval Academy midshipmen off the Virginia Capes before overhaul in the New York Navy Yard (27 June-9 December 1920).

After a stay in Boston, the battleship sailed 3 January 1921 for battle practice out of Guantanamo Bay; this was followed by combined fleet maneuvers through the Panama Canal and down the western seaboard of the Central Americas to Callao, Peru. There were further fleet tactics out of Guantanamo Bay and then the ship went back to Boston 30 April. As a unit of the Fifth Division, Third Squadron, U.S. Atlantic Fleet, *North Dakota* cruised along the eastern seaboard south to the Virginia Capes until 5 June 1922 when she sailed from Annapolis on a midshipmen summer practice cruise that took her to the Panama Canal; St. Kitts, British West Indies; Culebra, Puerto Rico; then north to Halifax, Nova Scotia, and back south to the Virginia Capes. She returned to Annapolis 30 August and repaired in the Boston Navy Yard (19 November 1922-3 January 1923.)

The battleship steamed from Boston 3 January for maneuvers in the Caribbean and was once more back in Boston 27 April. After embarking midshipmen at Annapolis, she sailed 9 June on a summer practice cruise that included calls at Copenhagen, Denmark; Goteborg, Sweden; Greenock, Scotland; Cadiz, Spain, and Guantanamo Bay. She debarked the midshipmen at Annapolis 18 August, then sailed to Charleston, South Carolina, arriving 4 September. Here the battleship took on naval reservists for a 15-day training cruise to Havana, Cuba, returning to Charleston 20 September.

North Dakota entered the Norfolk Navy Yard 25 September 1923 and decommissioned there 22 November 1923. She remained inactive until her name was struck from the Navy List 7 January 1931. She was sold for scrapping 16 March 1931.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *OHIO* (BB-12)

Ohio (BB-12) was built by the Union Iron Works, San Francisco, CA. Her keel was laid 22 April 1899 and she launched 18 May 1901 under the sponsorship of Miss Helen Deschler, a relative of Governor George K. Nash of Ohio. President and Mrs. William McKinley were present for the launching. The battleship commissioned 4 October 1904, Captain Leavitt C. Logan, USN, in command.

Ohio had a length overall of 393 feet, 10 inches; extreme beam, 72 feet, 3 inches; normal displacement, 12,723 tons; mean draft, 23 feet, 10 inches; designed speed, 18 knots, and a designed complement of 40 officers and 521 men. She was originally armed with four 12-inch .45 caliber guns; sixteen 6-inch .50 caliber guns; three 3-inch .50 caliber guns; eight 3-pounders; six 1-pounders; two .30 caliber machine guns, and two 18-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

After shakedown cruising in waters reaching to Magdalena Bay, Mexico, *Ohio* departed San Francisco 1 April 1905 for the Asiatic Station. She reached Cavite in the Philippines 7 May. For more than 18 months she was flagship of the Asiatic Fleet which ranged from the Philippines to ports of China and Japan to enhance American commercial and national interests in that quarter. Departing Cavite 30 September 1906, she called at Columbo, Ceylon, then transited the Suez Canal en route, via Gibraltar, for New York.

Ohio entered the New York Navy Yard for overhaul until 2 February 1907, then spent the remaining winter and spring months in battle practice and maneuvers out of Guantanamo Bay, Cuba. She returned north to Hampton Roads 15 April to attend the opening of the Jamestown Exposition 25 April. She visited New York, then participated in the Presidential review at Hampton Roads 10 June. After tactics off the Virginia Capes and the coast of Massachusetts, the ship entered the New York Navy Yard for overhaul (7 October-6 December 1907). She left for Hampton Roads to prepare for the World Cruise of the "Great White Fleet."

The battleship returned from the cruise, anchoring off Cape Henry, on 22 February 1909. She then steamed to the New York Navy Yard for overhaul and remained there from 3 March to 15 March. She returned to her base at Norfolk 24 June for a schedule of target practice off the Virginia Capes.

Ohio recommissioned 1 January 1911, cruising out of New York for the training of the New York Naval Militia and taking part in fleet maneuvers along the western seaboard. She was dispatched to Vera Cruz, Mexico, in 1914 to lend her strength as a unit of the fleet under Admiral Mayo. By a coup d'etat, General Victoriano Huerta had earlier ousted Mexico's President Maderno, ordered him executed and had assumed the reins of government himself. President Woodrow Wilson, revolted by Huerta's brutalities, refused, on moral grounds, to recognize the new regime. A series of provocations, culminating in the arrest of American sailors sent ashore at Tampico to buy gasoline, exhausted the President's patience. When Huerta refused to make reparations, warship guns covered a landing expedition 21 April 1914 and occupied the city after sharp fighting. General Huerta fled to Europe and the Americans evacuated Vera Cruz 23 November 1914.

Ohio spent much time in reserve at Philadelphia. She cruised with the Midshipmen Practice Squadron in 1915 and again was fully commissioned 24 April 1917. Throughout World War I, she based at Norfolk as an engineering and gunnery training ship, and the period from June through August 1918 was occupied with training midshipmen from Annapolis. She entered the Philadelphia Navy Yard 28 November 1918 and was placed in reserve there 7 January 1919.

Ohio finished out her career as a radio and sound experimental ship. In 1921 she was fitted with a standard radio transmitter to control the radio-controlled fleet target ship ex-*Iowa*.

On 29 June 1921, *Ohio* radio-controlled ex-*Iowa* in a daylight search and aerial attack experiment by Navy and Marine Corps aircraft. The two ships represented a hostile naval fleet approaching the Virginia Capes from 50 to 100 miles offshore. They were sighted by an Army dirigible (one of three taking part in the search—General William Mitchell had declined participation of Army planes in the search and attack), and shortly thereafter by a Navy F5L plane. Contact reports flashed to bases ashore. Soon ex-*Iowa* was the target of 85 dummy concrete bombs dropped by 23 planes. Only two direct hits were scored but there were many near misses. Most of the pilots had over-estimated ex-*Iowa's* 6-knot speed. But their work compared favorably with that of other pilots in later years, whose planes had greater range and better instruments.

In 1922 *Ohio* was fitted with a Navy-developed sound apparatus similar to that used for submarine detection during World War I. Working on the principle of sound echoes bounced off the ocean bottom, her experimental device was a step forward in accurate marine surveys in spots of the oceans which had heretofore been measured due to the great depths. In addition to measurement of depth, the device also permitted the measuring of the velocity of sound in water over known ranges of considerable distances and under varying conditions, such as temperature, depth of water and different degrees of salinity.

In March 1922 the battleship made special navigational aid tests with the *Ambrose Channel Light Vessel* which was equipped with a special underwater sound oscillator. *Ohio*, fitted with a special receiving device, was able to pick up the oscillator signals from 50 miles distant instead of five miles previously possible by use of conventional submarine bell transmitters.

After having rounded out her career by performing radio experiments since late 1919, *Ohio* decommissioned 31 May 1922. She was sold for scrapping 23 March 1923 as part of United States contribution to world peace in accordance with the Washington Naval Treaty limiting naval armament.

(NOTE: *Ohio* [BB-68], although authorized for construction by the Philadelphia Navy Yard, was cancelled 21 July 1943. She was designed as follows: Length overall, 925 feet; extreme beam, 121 feet, 2 inches; normal displacement, 60,500 tons. She was to have been armed with twelve 16-inch .50 caliber guns; twenty 5-inch .54 caliber guns; eight quadruple 40-mm anti-aircraft guns; twenty 5-inch .54 caliber guns and eight quadruple 40-mm anti-aircraft mounts. Her designed shaft horsepower was 172,000.)

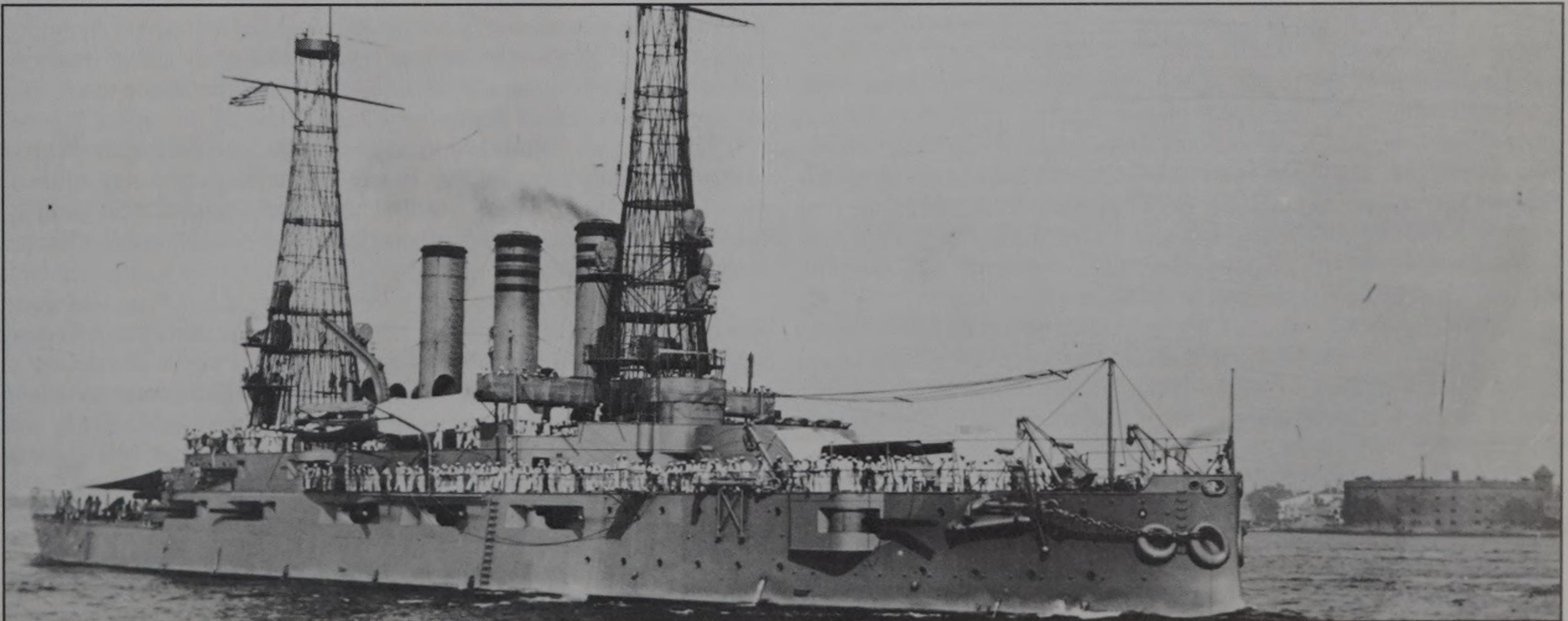
From: United States Battleships, The History of America's Greatest Fighting Fleet.

USS *OKLAHOMA* (BB-37)

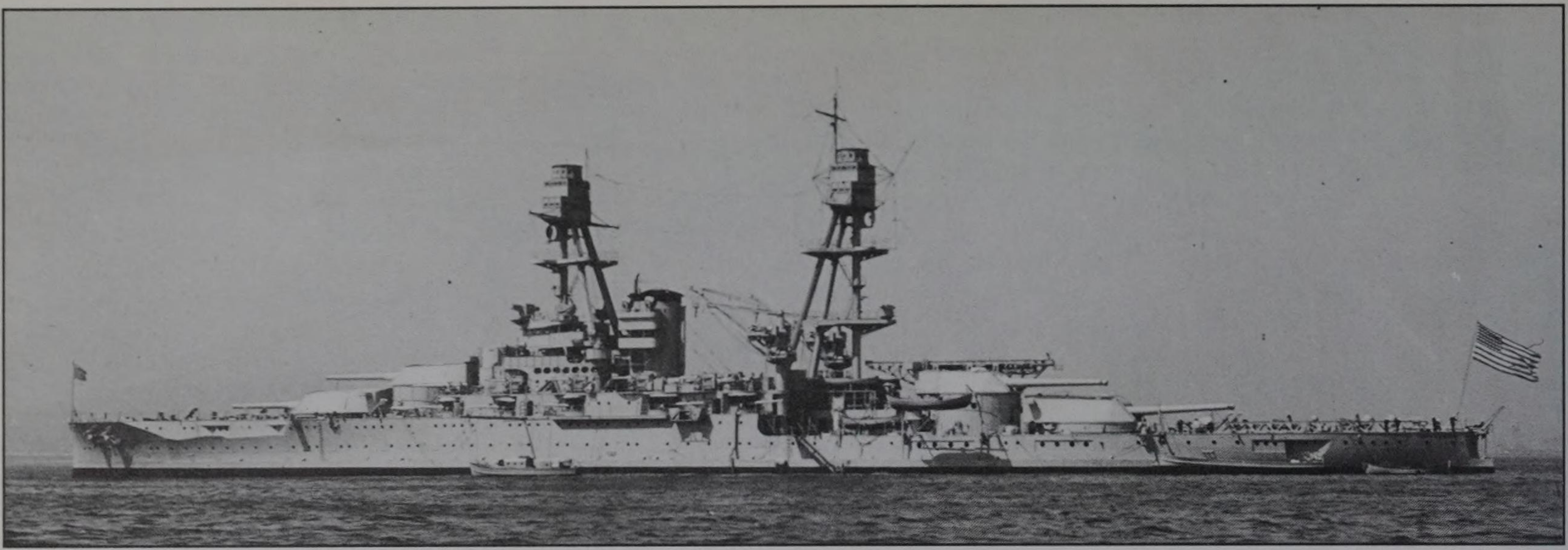
The battleship *Oklahoma* was authorized by an Act of Congress on 4 March 1911. Construction was started with her keel laying on 26 October 1912 at Camden, NJ. Launched on 23 March 1941, the ship was named in honor of the State of Oklahoma.

The great new ship was commissioned on 2 May 1916 in ceremonies at the Philadelphia Navy Yard. *Oklahoma* and her sistership *Nevada* were the first battleships to have all oil-burning engines, the first to mount three guns in a single turret and the first to be so heavily armored. They were truly the "super-dreadnaughts" of their day.

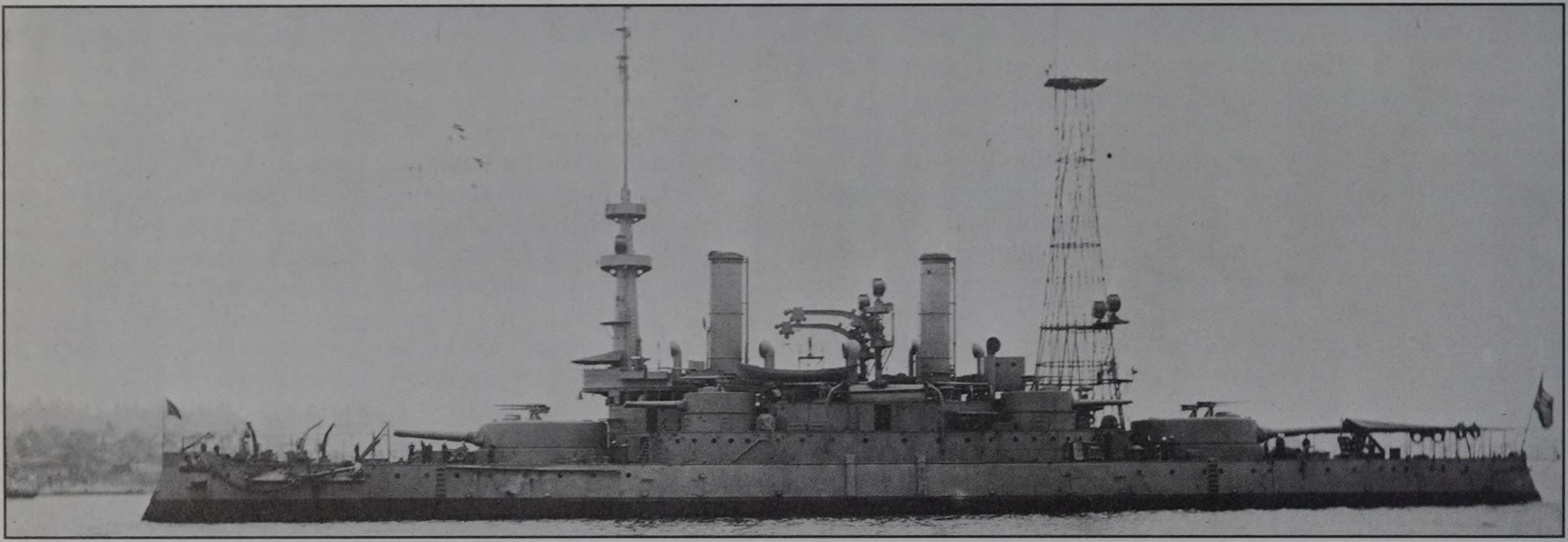
After being fitted out and trial runs and maneuvers completed, *Oklahoma* was assigned to duty with the Battleship Force of the Atlantic Fleet. She operated with this force out of Yorktown and



The USS Ohio (BB-12)



The USS Oklahoma (BB-37)



The USS Oregon (BB-3)

Hampton Roads until 13 August 1918 when she steamed in company with *Nevada* for Berhaven, Ireland. The two ships were later joined by *USS Utah* and stationed at Berhaven to guard against a possible raid by enemy cruisers against allied shipping and particularly troop convoys.

On 12 December 1918, *Oklahoma* sailed for Brest, France to join the *USS George Washington* and to serve as escort on the return trip of President Wilson from France. The ships arrived at New York on 26 December 1918. The big guns of *Oklahoma* served as an unapproachable hazard to the enemy in the areas under her protection during WWI.

Serving with the Atlantic Fleet from 1919 to 1921, *Oklahoma* served with the Pacific Fleet from 1921 to 1927. Placed in reduced commission again on 15 July 1929 and attached to the Atlantic Squadron until 1930. For the next ten years she remained in service with the Pacific Squadron.

Destined to bear the full brunt of the Japanese attack on Pearl Harbor, *Oklahoma* became a symbol around which an infuriated nation girded herself for the gigantic effort of World War II. The war was less then 11 minutes old when *Oklahoma* capsized at her berth at Pearl Harbor, having been set ablaze by four torpedoes launched by the first wave of attacking Japanese planes on 7 December 1941. Two near bomb misses added superficial damage to the wreckage caused by the torpedoes but by then it made little difference.

When *Oklahoma* capsized, her hull rested within 20 to 30 degrees of being upside down, with much of the starboard side of the vessel above water. Despite the complexities of the operation, the battleship was righted in May 1943 and the ship was decommissioned on the first of September 1944.

Stripped of her guns and superstructure, the *Oklahoma* was sold for scrap to the Moore Drydock Company of Oakland, California for $46,000. She was due in San Francisco on 30 May 1947 but thwarted the mainland junkyard for which she was bound. One week and 540 miles out of Pearl Harbor, the old battleship suddenly began to list heavily. With her desolate decks awash, she parted her tow lines and plunged to the ocean bottom three miles down on 17 May 1947.

Office of Naval Records and History, Ships' Histories Branch, Navy Department.

USS *OREGON* (BB-3)

Oregon (BB-3) was authorized for construction in 1890 and built by the Union Iron Works of San Francisco, CA. Her keel was laid on 19 November 1891 and she launched 26 October 1893.

Oregon had a length overall of 351 feet, 2 inches; extreme beam, 69 feet, 3 inches; normal displacement, 10,288 tons; mean draft, 24 feet; designed speed, 15 knots, and a designed complement of 32 officers and 441 men. She was originally armed with four 13-inch .35 caliber guns; eight 8-inch .35 caliber guns; four 6-inch .40 caliber guns; twenty 6-pounders; six 1-pounders, and six 18-inch surfaced torpedo tubes. The maximum thickness of her armor was 18 inches.

The ship was placed in commission for service on the Pacific Station on 15 July 1896, Captain Henry L. Howison, USN, in command. He was relieved in February 1898 by Captain Alexander H. McCormick, USN, who was, in turn, relieved on 17 March 1898 by Captain Charles Edgar Clark, USN.

Two days later *Oregon* was under way for Callao, Peru, and made that port at a speed averaging 10.7 knots. There she hastily took aboard 1,100 tons of coal and resumed her voyage.

Arriving at Rio de Janerio, Brazil, Captain Clark received word that a formal declaration of hostilities between the United States and Spain had been made on 21 April. Continuing his voyage, he arrived at Jupiter Inlet 24 May, and on 26 May reached the Naval Base, Key West, FL.

Four days after her arrival at Key West *Oregon*, with *New York*, Admiral Sampson's flagship, sailed for the Cuban coast where she joined the other ships of the North Atlantic Squadron. On 1 June 1898 operations were begun against Admiral Cervera's fleet in Santiago

Harbor which culminated in the destruction of that force on 3 July.

After refitting, *Oregon* returned to the Pacific and was ordered to the Asiatic station where she cooperated with the army during the Philippine insurrection. Marines from *Oregon* joined the relief expeditionary force sent to Peking during the Boxer Rebellion in 1900. She was employed in Pacific and Asiatic waters, except for two periods—during 1901 when she was out of commission at Puget Sound, and from 1906 to 1911 when she was laid up in ordinary at that yard. She was in duty at San Francisco during the Panama-Pacific International Exposition under command of Admiral (then Commander) Joseph M. Reeves. She was placed in full commission 7 April 1917 as flagship of the Pacific Fleet, and employed in training officers and men. Later the ship served as one of the escorts for transports of the Siberian Expedition under General William Sidney Graves. On 16 June 1919, after the Armistice, she was placed out of commission.

Oregon was taken out of the Reserve Fleet 21 August 1919 and recommissioned and used as the reviewing ship for President Woodrow Wilson upon the arrival of the Pacific Fleet at Seattle. She was decommissioned 4 October 1919 and moored at the U.S. Naval Base, Bremerton, WA.

Considered incapable of further combatant operations, plans were made to scrap the ship. However, Franklin D. Roosevelt, then the Assistant Secretary of the Navy, intervened on her behalf and she was saved. But *Oregon's* reprieve seemed to be short-lived. In accordance with the 1921-1922 Washington Conference on Limitation of Armaments, the ship was once again slated to be scrapped. This time public indignation came to *Oregon's* rescue.

In 1925 the citizens of Oregon sought to have the ship moored at Portland for use as a floating monument. The Navy consented and on 25 June of that year she was loaned to the State and berthed at Portland. In 1938 it was proposed that the battleship be encased in concrete and the site memorialized as the "Battleship *Oregon* Marine Park." However, when it was ascertained that the costs of such a project would be prohibitive, the idea was abandoned.

On 17 February 1941 *Oregon's* classification was changed to 1X-22 (unclassified miscellaneous ship) and she was formally stricken from the Naval Registry on 2 November 1942. On 3 March 1943 the ship was towed from Portland to Kalama, WA, for dismantling. The Navy retained the hulk and in July 1944 it was loaded with dynamite and other various types of ammunition and towed to the Island of Guam for use as a floating munitions depot. Here she remained until she ran aground on a coral reef. She was sold 15 March 1956.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *PENNSYLVANIA* (BB-38)

The *Pennsylvania* was commissioned 12 June 1916, after having been authorized by Congress, 22 August 1912. Her keel was laid, 27 October 1913, and she was launched at Newport News Shipbuilding Company, 16 March 1915.

At 0755 on 7 December 1941, the Pennsylvania was sitting in drydock in the Pearl Harbor Navy Yard. Her screws had been removed from their shafts and were resting on the bottom of the dock. She had been scheduled to leave the dock on the sixth and berth at Ten Dock, directly adjacent, but delays had been encountered.

Suddenly and with complete surprise, Japanese dive bombers and torpedo bombers roared out of the high overcast. The *Pennsylvania* was one of the first ships in the harbor to open fire. Her .50-caliber machine gun crews had their guns in action even before general quarters was sounded.

The ship and the surrounding dock areas were strafed severely and a medium bomb struck the starboard side of the boat deck and burst inside casemate 9. The crew of the 5"51 was wiped out.

At 0945, almost two hours from the time it had begun, the raid ended. The damage in Pearl Harbor was appalling. Of the eight battleships in the harbor, only the *Pennsylvania, Tennessee*, and *Maryland* had received minor damage.

Throughout 1942 the *Pennsylvania* served in Task Force 1, consisting of seven OBBs. From February through July the task force operated out of, though sometimes at considerable distance from, San Francisco.

Task Force 1 entered Pearl Harbor in mid-August. Except for a couple of practices, the *Pennsylvania* sat at Fox-3, (next to Ford Island) until the last days of September, at which time she and the *Idaho* shoved off for the West Coast and yard periods. The *Pennsylvania* went to the Bethlehem Steel Company in San Francisco, where she remained four months, undergoing modernization and overhaul.

The *Pennsylvania* left San Francisco on February 6 and arrived at Long Beach the next afternoon. The following day Captain King was relieved by Captain W.A. Corn. During the next two and a half months the ship operated out of Long Beach and conducted practices in preparation for a coming combat operation.

Nevertheless, the *Pennsylvania* shoved off from Long Beach on 23 April and arrived a week later at Cold Bay, AK.

Rear Admiral F.W. Rockwell, Commander Amphibious Force, Pacific Fleet, hoisted his flag in the *Pennsylvania*, and on 4 May a force consisting of three battleships, the *Pennsylvania, Idaho* and *Nevada*, (one escort carried), the *Nassau*, transports, and destroyers stood out from Cold Bay. It proceeded westward, south of the Aleutian chain.

"Dog Day" was set tentatively for 8 May, but on that day the seas were too heavy to permit a landing. The *Pennsylvania* patrolled first to the northeast of Attu and then with two other battleships and a cruiser force to the west. "Dog Day" was set definitely for 11 May. On the 10th the battleships joined with the transports of the task force, and that night in a dense fog two approach dispositions were formed with one of the transport and fire support ships, including the *Pennsylvania* and *Idaho*. They were to operate in the Holtz Bay-Chichagof Harbor area and other vessels to operate in the Massacre Bay area.

The *Pennsylvania's* first bombardment mission had to be approached entirely by radar. Likewise the bombardment had to be conducted entirely by radar. Land was never sighted. At 1514 the starboard secondary battery opened fire at a range of about 9,000 yards.

The *Pennsylvania* bombarded a third time on the afternoon of the 14th in support of the "Love" hour infantry attack on Holtz Bay. This time there was sufficient visibility to make the approach and first leg of the firing run by visual bearings, but then fog set in, and the visibility remained low. All firing on the Holtz Bay area was spotted by a shore fire control party. The secondary battery, while firing at targets in the Chichagof Harbor area, was controlled by the ship's planes. The ship was maneuvered in a restricted area entirely by radar for over two hours, during which the main and secondary batteries fired indirect fire at designated target areas without endangering our own infantry 500 yards to the right of the area and our scout troops 1,500 yards beyond. This bombardment materially weakened enemy resistance in the west arm of Holtz Bay, permitting our ground forces to advance into and occupy the area.

From the 17th until the 19th the *Pennsylvania* operated about 50 miles north and east of Attu. On the 19th she headed for Adak. The *Pennsylvania* paused for one day at Adak and then proceeded to Bremerton. She remained in the Puget Sound Navy Yard through all of June and July, undergoing repairs and overhaul. Also, additional radar and radio equipment were installed.

On 1 August the *Pennsylvania* departed from Bremerton for Adak. She waited there six days and on 13 August the Kiska Attack Force got underway. Assault troops landed without opposition on the western beaches of Kiska on 15 August and pressed inland. By the 16th it was evident that the island was completely uninhabited, and that the Japs had evacuated undercover in fog some time prior to the landing.

The *Pennsylvania* cruised off Kiska for a week and then returned to Adak. From there she steamed southward for Pearl Harbor. In September, with no other job to do at the time, she was assigned the duty of transporting 790 men from Pearl Harbor to the West Coast and of bringing another draft out.

The *Pennsylvania* left Pearl Harbor on 10 November for the Gilbert Island Campaign. The *Pennsylvania* was a part of the Northern Attack Group, whose objective was Makin Atoll.

The task force, composed of four battleships, four cruisers, three escort carriers, transports and destroyers, approached Makin Atoll. Ukiangong Point, the southernmost point of Butaritari Island, was picked up by radar at a range of 23 miles. At 0640 the *Pennsylvania* opened fire on Butaritari Island with her main battery, initial range 14,200 yards. At 0700 the secondary battery joined in, and the bombardment was continued until 0821, when it had to be broken off abruptly for an air strike which commenced a few minutes earlier than scheduled.

On the 30th the *Pennsylvania* left the Makin area for Pearl Harbor. During the first part of January 1944, she conducted various practice shoots and took part in another practice assault on Maui. On January 22, she shoved off Pearl Harbor for another major operation. This time she was against Kwajalein Atoll in the Marshall Islands. The assault force was divided into two parts, one to strike at Roi and Namur Islands at the northern end of the Atoll and one at Kwajalein Island at the southern end. The *Pennsylvania* was assigned to the southern group.

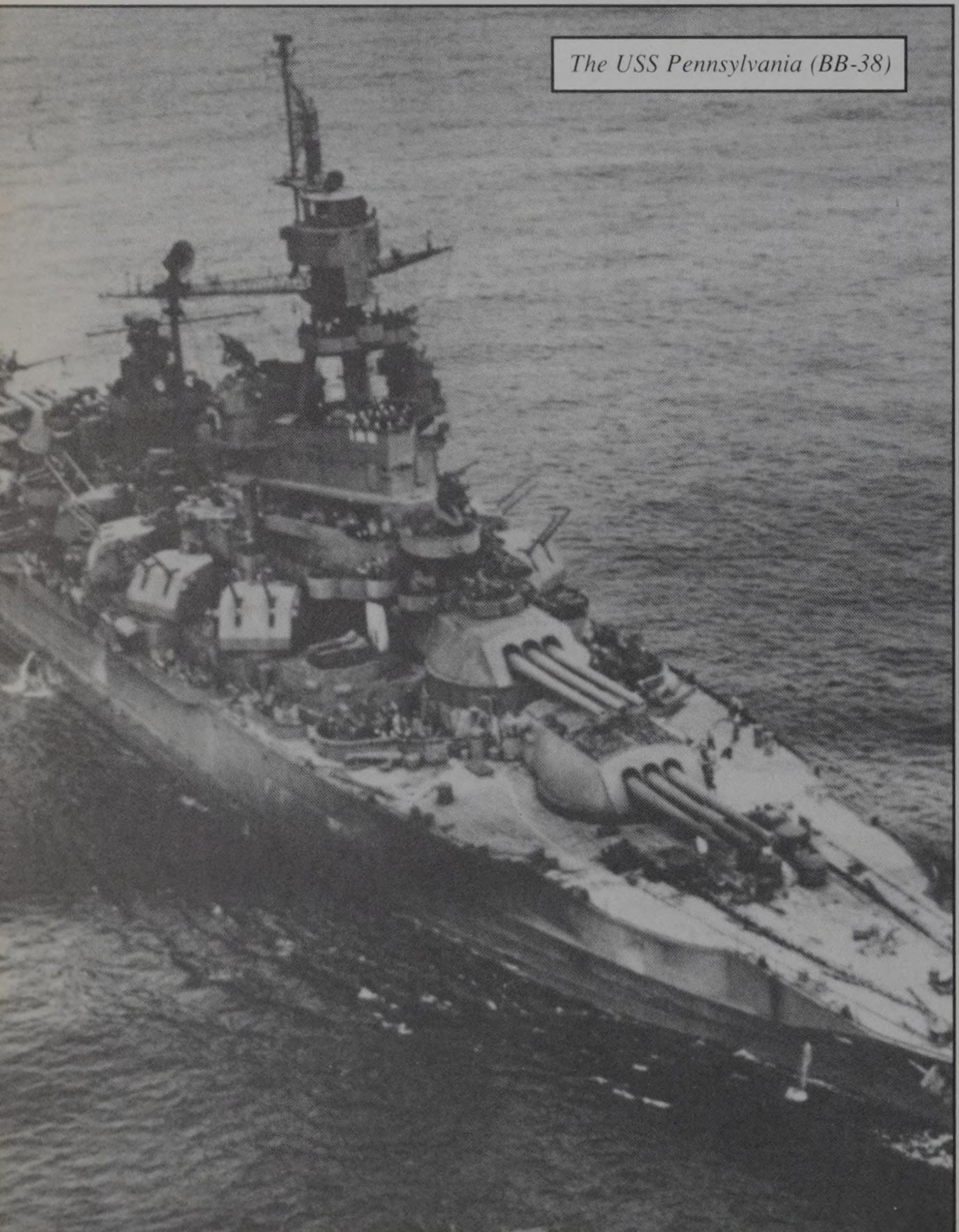
At 0618 on the last day of January, the main battery of the *Pennsylvania* opened fire on Kwajalein Island. It was still dark at the time, and as the first salvo thundered out, a sailor standing topside yelled in the direction of the island, "Reveille." The secondary and 40mm batteries joined in, and the bombardment continued throughout the day. Enemy troops were killed in large numbers.

At 1,000 and again at 1,600 yards, with high and low tides, four reconnaissance boat teams approached to within 100 yards of the landing beaches, taking sounds, studying the reefs, currents, and landing facilities, and getting all other available data. The *Pennsylvania* and *Mississippi* were assigned the task of covering these boat's teams from close range, but the boats were not fired upon by enemy guns.

With the success of the Kwajalein Operation, the *Pennsylvania* proceeded to Majuro Atoll, which had just been occupied to replenish ammunition.

The operation against Kwajalein Atoll had proven so successful that the operation against Eniwetok Atoll was undertaken earlier than originally planned. At 0900 on February 17 the *Pennsylvania* steamed boldly through Deep Entrance into Eniwetok Lagoon, her entire 40mm and 20mm batteries blazing away at the enemy-held islands of Japan to starboard and Parry to port, each about 1,000 yards away. She proceeded up a swept channel in the lagoon to a position off Engebi Island and at 1125 commenced bombarding enemy installations. This action was continued throughout the day.

The *Pennsylvania* and *Tennessee* were assigned the duty of protecting the reconnaissance boat teams, and when they made their approach to the landing beaches at 1700 hours, the *Pennsylvania* covered them with main and secondary battery fire. They completed their mission without interference.


The USS Pennsylvania (BB-38)

On the 18th, the *Pennsylvania* bombarded Engebi before and during the approach of the assault waves to the beach. When Engebi had been secured, the *Pennsylvania* moved southward through the lagoon to the vicinity of Parry Island.

On the 22nd the *Pennsylvania's* secondary and 40mm batteries delivered supporting fire prior to the landing on Parry. Most of his crew was in desperate need of medical attention, and the skipper of the LCI steered his craft for the nearest large ship, the *Pennsylvania*. Casualties were promptly taken aboard the *Pennsylvania*, and the injured given medical treatment until they could be transferred to a hospital ship later in the day.

While the LCI was still alongside, the *Pennsylvania* was taken under fire by an enemy shore battery and was later straddled several times. From the size of the splashes and the fragments recovered aboard later, it was estimated that a 75mm gun or mortar was firing.

After the conclusion of the Eniwetok Operation there was a lull of almost four months before the next amphibious operation in the Central Pacific.

On June 10 the *Pennsylvania* put to sea bound for Saipan. That night a destroyer in the screen of the disposition reported a sound contact. An emergency ship's left 90 degrees was ordered. As a result of the maneuver, the *Pennsylvania* collided with the *Talbot*, an APD. The *Pennsylvania* sustained only minor damage, but the *Talbot* was forced to put into Eniwetok for emergency repairs.

The *Pennsylvania* bombarded Saipan on 14 June. The targets were Japanese installations in the Nafutan Point-Magicienne Bay area. Some damage was effected, although it was limited by the long ranges at which the bombardment had to be conducted. Enemy guns on Nafutan Point are known to have been knocked out.

On "Dog Day" the *Pennsylvania* cruised along the northeastern shore of Tinian, ready to take under fire any enemy batteries which might open up on our landing beaches on Saipan. Four times during the day, enemy fire or other activity was observed on Tinian, and each time the *Pennsylvania* took enemy planes under fire.

On June 22 the force anchored in Garapan, Anchorage, off the western coast of Saipan, to refuel destroyers. At dusk a "Betty" slipped around a large hill on Saipan and was over our force before it had been sighted or picked up by radar. It dropped its torpedo almost on top of the *Pennsylvania* and was gone before any ship fired a shot. The torpedo landed in the water just a few yards off the starboard bow of the *Pennsylvania* and a few seconds later the sound of an explosion came from the direction of the *Maryland*, anchored about 600 yards astern. The task group, with the exception of the *Maryland*, promptly got underway.

By 25 June the Japanese Fleet had been mauled and turned back by aircraft of the Fifth Fleet, and the *Pennsylvania* departed from the Saipan area. She remained at Eniwetok from 28 June until 9 July when she left to resume the Guam Operation. On the 12th, 13th and 14th of July the *Pennsylvania* prepared for the eventual assault and landing on Guam. Fire was delivered in coordination with the *New Mexico* and was directed at predetermined targets and targets of opportunity, the objective being destruction rather than neutralization. Upon the completion of firing on the evening of the 14th the *Pennsylvania* returned to Saipan to take on more ammunition.

Early on the 21st the *Pennsylvania* assumed a position between Agat Beach and Orote Peninsula. At 0539 she commenced bombarding the beach areas in immediate preparation for the assault. This firing was continued throughout the period that troops and equipment were being loaded into landing craft and landing waves were being formed. The ship lay generally between 2,000 and 3,000 yards, and at times only 1,500 yards, from Orote Peninsula. At 0830, when the assault waves headed in for the beach, the main and secondary batteries went to rapid fire. A tremendous barrage was laid down on the beach area to provide protection for the landing waves. When the first wave reached a line 1,000 yards from the beach and any further fire on the beach itself would endanger our troops, the *Pennsylvania* lifted her fire back into the hills.

In the Guam Operation the *Pennsylvania* expended, not counting the false start on 16 June, almost 1,800 rounds of 14", 10,000 rounds of 5", 14,000 rounds of 40mm, and 1,600 rounds of 20mm. This is probably a greater amount of ammunition than any other ship has ever fired during a single operation. And it was done without any personnel or material casualties.

Air spotters reported that the *Pennsylvania* put out of action 15 planes, six large guns, eight medium guns, three 5" guns, eight large A.A. guns, four twin mounts, nine heavy A.A. guns, 12 machine guns, two anti-boat guns, numerous mortars, and much field artillery. The ship discovered and destroyed a very large ammunition storage near Adelup Point, at the time of the landing and permanently silenced them.

On August 3 the *Pennsylvania* fired her last fire support mission and then left for Eniwetok. She stayed there for two weeks and then proceeded southward to Espiritu Santo, in the New Hebrides, then northward again to take part in another practice assault on Cape Esperance, Guadalcanal, and finally into Port Purvis. She stood out from Port Purvis on 6 September with the Palau Bombardment and fire support group.

For three days prior to the landing on Peleliu, the *Pennsylvania* bombarded Japanese installations on the island. The objective was again the complete destruction of known targets. On September 15 the *Pennsylvania* delivered the same sort of intensive fire support before and during the landing that had been given at Guam. Fifteen minutes after the first wave had hit the beach, enemy mortars were observed firing on the beach from inland.

On 12 August, several large caliber shells landed close to the *Pennsylvania*. The ship cleared the area. Again the following morning, as the ship was laying to about 5,000 yards south of Peleliu, a medium caliber projectile splashed and exploded 50 yards off the port bow. As the ship was maneuvered clear, two more splashes were caused by ricochets from friendly tanks on the island rather than enemy fire.

To replenish ammunition, the *Pennsylvania* was directed to Kossol Passage, at the northern end of the Palau Islands. On September 25 the *Pennsylvania* left Kossol Passage and proceeded southward to Seadler Harbor in the Admiralty Islands. On 1 October she entered a floating drydock for emergency repairs to Number Four strut bearing.

On 12 October the *Pennsylvania* got underway from Seadler Harbor for the Philippines. The *Pennsylvania's* bombardment was heavy; she was subjected to incessant air attacks; she participated in a major (and her only) surface engagement; and she remained in the area longer than during any other operation.

On the 18th the bombardment and fire support group arrived off the eastern entrance of Leyte Gulf. At 0805 a special column, consisting of three cruisers and one battleship (the *Pennsylvania)*, was formed, falling in astern of a minesweeping group and proceeding into and across Leyte Gulf. At 1407 the *Pennsylvania* reached her assigned fire support station off the eastern coast of Leyte and commenced bombarding.

Throughout the nights of the 20th and 21st, the *Pennsylvania* delivered night illumination fire. Twice during the day of the 21st, the ship took position and executed call fire missions with her main battery.

On the 24th it became apparent that a major naval engagement was developing. Our carrier search planes had located two Japanese forces, each composed of battleships, cruisers, and destroyers. One, the *Central Force*, was in the Sibuyan Sea headed for San Bernardino Strait, from which it could strike. Southward Force, was in the Sula Sea, headed for the Surigao Strait, the southern entrance to Leyte Gulf. That afternoon carrier searches revealed still another Jap force, this composed of carriers, battleships, cruisers and destroyers, to the northeast of Luzon, standing down toward Leyte Gulf. The Japanese Navy was sailing against us in full force.

Throughout the afternoon, PT boats carrying full loads of torpedoes streaked past the *Pennsylvania*, heading for the Surigao Strait. At 1826 hours the six battleships, three cruisers, three light cruisers and destroyers in Admiral Oldendorf's force formed battle disposition and steamed southward for Surigao Strait. Throughout the night, *West Virginia, Maryland, Mississippi, Tennessee, California,* and *Pennsylvania* steamed slowly back and forth across the northern end of the strait, waiting.

Leyte was the first operation in which the *Pennsylvania* encountered heavy enemy air attacks. They began as the first group entered Leyte Gulf on the 18th and continued during the days and nights following. On 25 October, following the night action in Surigao Straight, a large number of planes appeared and made attacks on the smaller vessels of the screen. From then until 1 November, the attacks increased both in intensity and determination. Numerous suicide attacks were made by *Vals, Bettys*, and *Zeros*. All torpedo attacks were very determined, and the only defense against them became absolute destruction of the attacking planes. From 1 November the attacks subsided. The *Pennsylvania* finally left Leyte Gulf on 25 November

While in Leyte Gulf, the *Pennsylvania* shot down, either by herself or with assists from other ships, 10 enemy planes and possibly damaged others heavily. On the 25th, 10 *Vals* made a simultaneous run on the destroyer close aboard the *Pennsylvania*. A.A. batteries of the battleship shot down four of the planes and drove off the others. On the night of 28 October a *Betty* headed in to make a torpedo run on the disposition. The control watch tracked the plane in, open fired, and shot it down with the 5" battery. The elapsed time from starting to track to cease firing was one minute and 30 seconds. Eight guns fired a total of 68 rounds. No other ship fired at the plane.

On 25 November the *Pennsylvania* was relieved by the *West Virginia* and at long last departed from Leyte Gulf. She had been the first of the battleships to enter the gulf. She was the last to leave.

From Manus the *Pennsylvania* proceeded to Kossol Passage to take on ammunition. She remained there for two weeks through Christmas; and on the first day of 1945, got underway with Vice Admiral Oldendorf's Lingayen bombardment and fire support group. On the third day of 1945, the force reached Leyte Gulf and directly proceeded southward through Surigao Strait, westward through the Mindanao Sea, then northwestward through the Sulu Sea, out into the South China Sea, and on northward, past Manila Bay to Lingayen Gulf at the northwestern corner of Luzon.

On the 6th the *Pennsylvania* commenced bombarding target areas on Santiago Island at the mouth of Lingayen Gulf. In mid-afternoon the ship proceeded into Lingayen Gulf to execute counter-battery fire in support of the minesweeping forces.

At 1230 hours the *Pennsylvania* took position to render counter-battery fire in support of underwater demolition teams. A single enemy gun directed its shells at those teams and it was immediately knocked out by the *Pennsylvania*. The support group retired from the Gulf that night and returned the next morning to continue the pre-assault bombardment. There was, however, a distinct scarcity of targets, for although the Japs had landed at Lingayen themselves, they were unprepared for the attack.

During the 8th, the bombardment group remained in Lingayen Gulf. At 0805 hours on the 9th the *Pennsylvania* took station for delivery of supporting fire in protection of the landing waves. The landing beaches were effectively covered, and targets of opportunity, as reported by spotting planes, were either destroyed or neutralized. There was no enemy opposition to the landing.

Early on the 10th, Japanese speed boats made an attack on our ships in Lingayen Gulf from a stream emptying into the western side of the Gulf. They attacked some LSTs drawn up on the beach near the mouth of the stream, but were themselves destroyed without effecting any damage. General quarters was sounded aboard the *Pennsylvania*, but the ship itself was not taken under attack.

Two hours later, enemy planes made attacks on the force in Lingayen Gulf. A partial smoke screen covered the ships but evidently the tops of the large ships projected through the screen and served as targets for Jap planes. During a period of 31 minutes, four bombs landed in the water close to the *Pennsylvania*.

On the 10th, the *Pennsylvania* executed her last fire call mission. A concentration of enemy tanks was located inland, and a shore fire control party spotted the main battery to them. Twelve rounds did the job.

From 10- 17 January the task group patrolled in the South China Sea off Lingayen Gulf. On the 17th the *Pennsylvani*a returned to the Gulf and remained there at anchor for a month. Enemy air attacks dropped sharply in intensity and frequency. During the nights sentries aboard ships at anchor in the Gulf kept up a staccato of fire at objects floating in the water—all of which proved to be nothing more than trash.

After leaving Lingayen Gulf, the *Pennsylvania* travelled back through the Central Philippines to Leyte Gulf and from there southeastward to Manus. Again hopes were high that the ship would be routed from there to the west coast. These hopes vanished when commander in chief directed the commander, Naval Base Manus to report whether or not the base was able to make the temporary repairs to the *Pennsylvania* for participation in the "next operation." The base made an inspection and reported that the *Pennsylvania* needed extensive repairs.

CinCPac then directed the commander, Naval Base Manus to send the *Pennsylvania* to Pearl Harbor for further routing to San Francisco. The *Pennsylvania* departed from Manus on February 22, stopped briefly at Majuro, stopped again at Pearl Harbor, and passed under the Golden Gate Bridge on 13 March.

At this time the *Pennsylvania* had set a record of which she could well be proud. She was the only battleship to take part in every combat amphibious operation in the Pacific Ocean areas and the two largest operations on the Southwest Pacific Area from 4 May 1943 to 10 February 1945, from Attu through Lingayen.

Enroute to Saipan, the *Pennsylvania* made a slight detour by way of Wake Island, which had long since been by-passed in our advance across the Pacific, to drop her calling card. With due regard for the formalities, the Japanese returned theirs. The shore battery was silenced. The bombardment lasted only from 0900 to 1500 hours.

The *Pennsylvania* steamed on to Saipan, replenished the ammunition expended at Wake and continued on to Okinawa. On 12 August, she entered Buckner Bay and went alongside the *Tennessee,* which was at anchor, to receive Vice Admiral Oldendorf and his staff. When the shift had been made, the *Pennsylvania* cast off and proceeded to her own berth.

At 2045 that evening, as the *Pennsylvania* lay quietly at anchor, a Jap torpedo plane slipped in over Buckner Bay and launched its torpedo at the indistinct silhouette of a large warship.

The torpedo hit aft on the *Pennsylvania's* starboard side and did extensive damage. Many compartments were flooded and the ship settled heavily by the stern. Nineteen men in a living compartment just inboard of the scene of the explosion and one other man were killed by the force of the blast. Ten others were injured.

The following day the *Pennsylvania* was towed into shallower water where salvage operations were continued.

On August 13, 1945 the *Pennsylvania* saw her last action of the war. An enemy suicide plane made a run on the ships in the harbor and crashed in flames on the deck of a cargo ship about 1000 yards off the starboard beam of the *Pennsylvania.*

On the 15th Captain Moses spoke to the ship's crew over the loudspeaker system and informed them that the President had just announced Japan's acceptance of the Allied surrender terms. There was no wild cheering as there had been a few nights before, when Japan's first offer to surrender had been reported. Instead there was a minute of utter silence as the men paid homage to their shipmates who had lost their lives so very near the end.

The *Pennsylvania* remained in Buckner Bay a little over two weeks, while salvage operations proceeded. All compartments not open to the sea were pumped dry and the ship was made as seaworthy as possible and on 18 August, the ship departed from Okinawa.

On 6 September the *Pennsylvania* arrived in Apra Harbor, Guam. The next day she entered ABSD3. In Drydock a large sheet steel patch was welded over the torpedo hole and repaired sufficiently to permit her return to the United States under her own power. The ship left drydock on 12 October, moored in the harbor to take on 100 Navy and Marine passengers for transportation to the States, and shoved off on the morning of 4 October.

Shipping water and with only one screw turning, the *Pennsylvania* limped into the Puget Sound Navy Yard 24 October 1945, a crippled but proud ship.

Since her first action at Pearl Harbor she had steamed almost 150,000 miles. Her self-discipline had been excellent all times: No man was ever lost overboard except by enemy action; she had never hit any friendly troops, installations, ships or planes and had never had to report "not ready" for any operation. Nearly 150 officers and almost 1,000 petty officers were trained and transferred from the *Pennsylvania* during this period. She probably fired more ammunition than any other ship in history.

Though hit at Pearl Harbor and again at the very end of the war, her career between the two disasters was distinguished enough to make any man proud to number himself as a member of her crew. So stands the war record of the United States Battleship *Pennsylvania* . The war history of the USS *Pennsylvania* was ended, but one more great adventure lay before her, the consequences of which might affect the fate of navies for years to come.

On 16 January 1946 the *Pennsylvania* was designated a target ship in the task force which was to be submitted to atomic bomb test in Bikini Atoll in the Marshall Islands in the summer of 1946. *Pennsylvania* survived the test but because of fear of radiation it was decided not to bring her back to the United States. Her sea valves were opened and the gallant lady was laid to rest in the deep waters off Kwajalein Island.

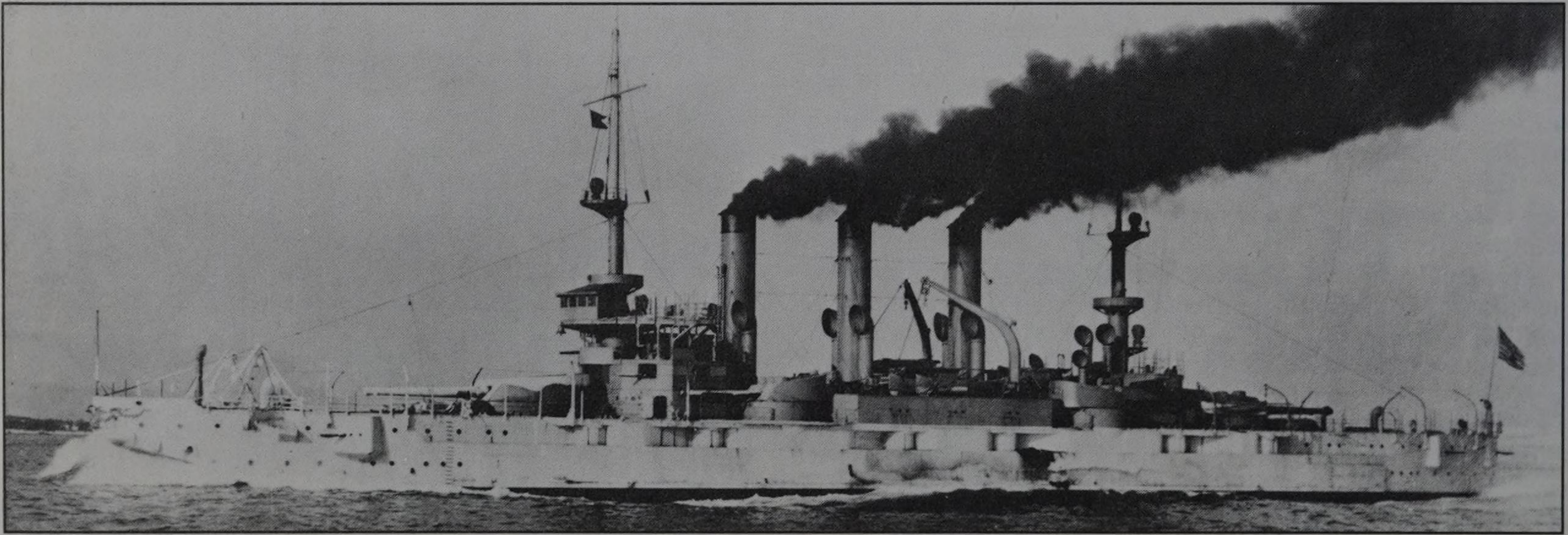
The last line in *Pennsylvania's* cruise book reads: "As this story closes, the old battlewagon in full commission with all flags flying is standing proudly out through the strait of Juan De Fuca on her last journey facing fire and blast for her flag as was her want always."
Office of Naval Records and History

USS *RHODE ISLAND* (BB-17)

Rhode Island (BB-17) was authorized 7 June 1900 and was built by the Fore River Shipbuilding Company of Quincy, MA, where her keel was laid 1 May 1902. She was launched 17 May 1904 under the sponsorship of Mrs. F.O. Dumaine, wife of one of the directors of the shipbuilding company. The ship completed shakedown training in 1904 but was not placed in commission until 19 February 1906 when Captain Perry Garst, USN, assumed command.

Rhode Island had a length overall of 441 feet, 3 inches; breadth on water line, 76 feet, 2 1/2 inches; trial displacement, 14,930 tons; mean draft, 23 feet, 9 inches; trial speed, 19.01 knots, and a designed complement of 90 officers, 758 men, and 64 Marines. She was armed, as of 1914, with four, 12-inch .40 caliber BLR; eight, 8-inch .45 caliber BLR; 12, 6-inch .50 caliber R.F.; 12, 3-inch .50 caliber R.F.; four 6-pounders and four 21-inch submerged torpedo tubes.

The battleship was assigned to the Atlantic Fleet and in May 1906 made her first cruise, under command of Captain C.G. Bowman, USN.



The USS Rhode Island (BB-17)

In 1907 she was one of the 16 battleships comprising the "Great White Fleet" that made a world cruise which ended two years later. During this cruise, *Rhode Island* was commanded by Captain Joseph B. Murdock, USN.

After visiting such cities as Honolulu, Auckland, Sydney, Melbourne, Manila, Yokohama, Colombo, Suez, Naples and Gibraltar, the fleet returned to Hampton Roads, VA, the port from which the ships had originally departed.

Rhode Island continued operations with the Atlantic Fleet. From November 1913 to February 1914 she was in Mexican waters, off Vera Cruz and Tampico, under command of Captain C.S. Williams, protecting American interests. She then sailed to conduct training and target practice in the Southern Drill Grounds off the Virginia Capes. she cruised with the militia of various states until August 1914, and in December she went back to Mexico on special duty.

During the following months *Rhode Island* was still operating with the Atlantic Fleet. In October 1916 she entered the Boston Navy Yard for repairs, where she remained until March 1916. She then steamed to conduct training operations; she also convoyed sub-chasers in the Atlantic as part of her World War I duty. After the close of hostilities, the ship transported U.S. troops from Brest, France, to the United States. This service ended 1 July 1919.

On 8 July *Rhode Island* departed Hampton Roads for Boston and on the 24th she sailed from there en route to Mare Island, CA. During this voyage, on 2 August, after having completed transit of the Panama Canal, she was forced to enter Balboa for emergency repairs.

On 30 August *Rhode Island* resumed her trip to Mare Island and after her arrival there she remained until placed out of commission 30 June 1920. On 1 November 1923 the ship was broken up and sold for scrap.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *SOUTH CAROLINA* (BB-26)

South Carolina (BB-26) was built by William Cramp and Sons Shipbuilding Company of Philadelphia, Pennsylvania. Her keel was laid 18 December 1906 and she launched 11 July 1908 under the sponsorship of Miss Frederica Ansel, daughter of Martin F. Ansel, Governor of South Carolina. The battleship commissioned in the Philadelphia Navy Yard 1 March 1910, Captain Augustus F. Fechteler, USN, in command.

South Carolina had a length overall of 452 feet, 9 inches; extreme beam, 80 feet, 3 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18.5 knots, and a designed complement of 51 officers and 818 enlisted men. She was originally armed with eight 12-inch .45 caliber guns; twenty-two 3-inch .50 caliber guns; four 1-pounders, two .30 caliber guns and two 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches. (*South Carolina* and *Michigan* (BB-27) were the first American all-big-gun battleships. They also were the first American battleships with superfiring big-gun turrets.)

On 6 March 1910 *South Carolina* departed Philadelphia for a shakedown cruise to the Danish West Indies and to Cuba. After trials off Provincetown, Massachusetts, and the Virginia Capes, she visited New York (17-18 June) to attend the reception for ex-President Theodore Roosevelt. She completed voyage repairs in the Norfolk Navy Yard, then trained naval militia out of Tompkinsville, New York, before joining the Atlantic Fleet maneuvers off Provincetown and the Virginia Capes.

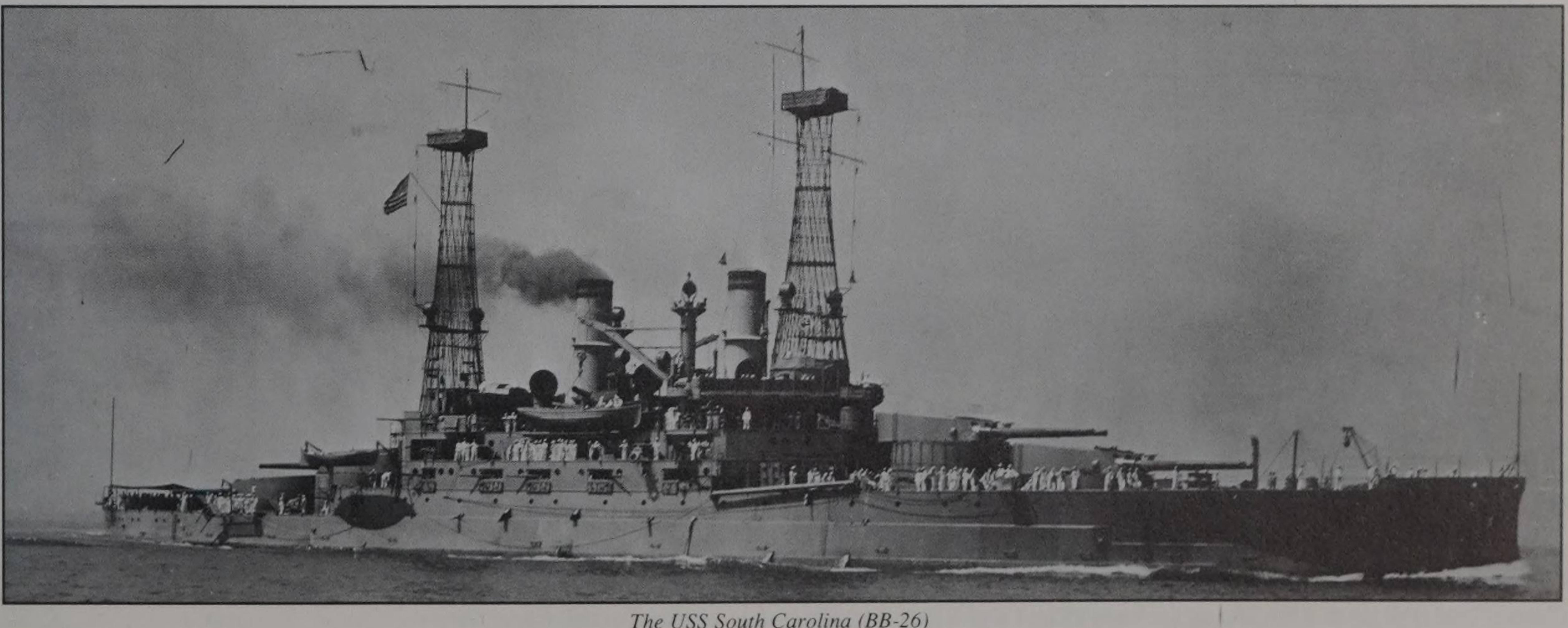
The battleship sailed from Norfolk, Virginia, 1 November 1910, en route with the Second Battleship Division for Cherbourg, France, and Portland, England. She returned to Norfolk 12 January 1911, entering the Navy Yard for repairs until 21 March. After tactics and maneuvers north to the coasts of Massachusetts and Maine, the ship visited New York. She put to sea from the latter port with the Second Battleship Division on 21 March, en route to Copenhagen, Denmark; Waxholm, Sweden, and Kronstadt, Russia. The battleship returned off Provincetown 13 July, continued battle practice and evolutions along the New England coast, then went to Chesapeake Bay.

Visiting New York (11-15 October) for the Fleet Review, *South Carolina* then exercised off the New England coast and the Virginia Capes until 15 November. She cruised with the Special Service Division to Pensacola, New Orleans, Galveston and Vera Cruz, Mexico and returned to Norfolk 20 December. She sailed 6 January 1913 for a call at Colon, Panama, where her men were afforded an opportunity to see the newly-completed Panama Canal. Following winter-spring tactics and maneuvers out of Guantanamo Bay, she returned north to Norfolk 22 March. The ship cruised to Newport, calling at New York (28-31 May) for the dedication of the *Maine* Memorial before entering Annapolis Roads 5 June to briefly train midshipmen in the Virginia Capes area. On 14 June she cleared Norfolk to protect American interests on the coast of Mexico, at Tampico and Vera Cruz. *South Carolina* remained on this duty until 16 September 1913.

Following overhaul in the Norfolk Navy Yard (27 September 1913-7 January 1914), *South Carolina* put to sea for exercises and maneuvers off Culebra Island. On 28 January she arrived at Port au Prince, Haiti, landing Marines to guard the United States Legation and sending a force to establish a field radio station in the midst of internal upheaval and political turmoil in that country.

South Carolina departed Port au Prince 14 April, coaling at Key West before once again steaming to Vera Cruz, where she arrived on the 22nd. She sent her landing force to take part in the occupation of the city and remained in support until 23 May. She investigated conditions at Puerto Plata, Santo Domingo, performed similar service off Cape Haiten, and returned to Norfolk 24 September.

The battleship overhauled in the Philadelphia Navy Yard (14 October 1914-20 February 1915), then spent the winter/spring months in fleet exercises and battle practice out of Guantanamo Bay. This service was followed by war games and fleet problems ranging from the



The USS South Carolina (BB-26)

Virginia Capes to the New England seaboard. She visited Charleston, South Carolina (11-17 December) and completed voyage repairs at Philadelphia before spending the winter/spring season in tactics and evolutions out of Guantanamo Bay. The ship remained in the Philadelphia Navy Yard from 14 April to 22 May 1916, after which she cruised north to base her operations out of Newport until 30 August.

South Carolina was overhauled in the Philadelphia Navy Yard (30 September 1916-3 January 1917). Following winter/spring operations out of Guantanamo Bay, she returned north to Norfolk 27 March. When the United States entered World War I, 6 April 1917, she was assigned duty as a gunnery ship in the reaches of Chesapeake Bay and Tompkinsville, New York. She departed Tompkinsville 9 September 1918, forming a unit of the ocean escort of a troop convoy bound for France. She left the convoy at an ocean rendezvous with other escorts 17 September, returning briefly to Philadelphia for repairs until 5 October. The ship was back at her base in the York River and had resumed her gunnery training service when the Armistice was signed 11 November 1918.

On 18 February 1919, *South Carolina* sailed from Norfolk on the first of four troop transport runs to Brest, France, and return. When she entered Hampton Roads 26 July, from her last trans-Atlantic voyage to Brest, she had returned 4,505 veterans of World War I. After an overhaul in the Norfolk Navy Yard, the ship entered Annapolis Roads, 27 May 1920, to prepare for a Naval Academy midshipmen practice cruise to the Pacific. She sailed with the midshipmen 5 June 1920, transiting through the Panama Canal for Hawaii, then going to the western seaboard ports of Seattle, San Francisco and San Diego. She cleared San Diego 11 August, sailing once again through the Panama Canal on her way back to Annapolis, where she debarked her midshipmen on 2 September. Another stay in the Philadelphia Navy Yard (5 September 1920-6 April 1921) was followed by a training cruise to Culebra, West Indies, and operations in Tangier Sound, Chesapeake Bay.

South Carolina again came off Annapolis, 29 May 1921, to participate in the midshipmen summer practice cruise. She sailed 4 June for calls at Christiana, Norway, and Lisbon, Portugal, and then steamed for the practice cruising grounds off Cuba before debarking her midshipmen at Annapolis 30 August.

The battleship entered the Philadelphia Navy Yard 31 August 1921 and decommissioned there 15 December. She remained inactive until her name was struck from the Navy List 10 November 1923.

South Carolina was sold for scrapping 24 April 1924 in accordance with the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *SOUTH DAKOTA* (BB-57)

The USS *South Dakota* was launched at Camden, NJ on June 7, 1941 and commissioned 20 March 1942. She headed out on her first war cruise 16 August 1942.

The *South Dakota* was the first battleship to be started at a private shipyard in this country since the early 1920's. This was only the beginning of the series of firsts that would be won by the *South Dakota* throughout the war.

The *South Dakota* suffered her first battle wounds when a five hundred-pound bomb hit the top of one of the turrets killing one crew member and injuring several others including Captain Gatch who was painfully hit in the neck, later costing him the use of one arm. Two of the barrels on turret two were damaged so they could not be fired, so they were not fired until they were replaced in the Brooklyn Navy Yard.

The Battle of Guadalcanal, 14-15 November 1942 was probably the only battle in which the U.S. Navy and the Japanese battleships fought each other in World War II, at close range each testing each others' strengths and weaknesses.

Our task force of two battleships, the*Washington*, the *South Dakota* and their protecting destroyers, the *Walke*, *Gwin*, *Preston*, and *Benham*, entered Iron Bottom South, off Guadalcanal, to stop the Japanese Navy from landing troops there. The Japanese Navy was waiting for us with one battleship, two heavy cruisers, and nine destroyers. They had set a trap to catch the U.S. Navy Ships in a narrow channel and sink them. Our destroyers went in first and were caught in the intensive fire from the Japanese light cruisers and destroyers that sank two destroyers and damaged the other two. The *South Dakota*, following the *Washington* into the battle area, went between the destroyers and the Japanese Task Force, stopping them from sinking our two destroyers that were left.

About this time, the *South Dakota* had one of its electrical circuits go out, probably due to concussion in the water near the ship. This was corrected almost immediately by engaging the generator that was on standby. The *South Dakota* had three generators, two were on the line and one turning over ready to be used in an emergency.

The Japanese task force immediately put its search lights on the *South Dakota* and *Washington* and fired their secondary batteries at the lights, quickly putting most of them out. In the next few minutes the *South Dakota* was hit by more than 40 enemy shells, Battleship 14", cruisers 8" and 6", and 5" destroyers ones. No vital or essential parts of the ship were hit, but fires were started, 40 crewmembers were killed and more than 150 were wounded. Due to the excellent job done by the damage control and medical teams, the fires were controlled and the wounded treated quickly, thus losses to the ship and its crew were kept to minimum.

The Japanese Fleet had hit the *South Dakota* with everything it had, but in no way stopped any of her guns from firing, or slowed the ship in any way. The radio antenna was shot away causing communication problems with the other U.S. Navy ships until after the battle. The *South Dakota* showed the Japanese Navy it could not stop or beat her with her proven battle formations and strategies.

When the Battle of Guadalcanal was over, the Japanese Navy had lost one battleship, one destroyer, and two heavy cruisers and one light cruiser were heavily damaged. From the Battle reports several of their other ships were also damaged. The U.S. Navy lost three destroyers. One battleship and destroyer was damaged, but both were back fighting again in a short time.

This battle helped turn the Japanese Navy from an Offensive position to a defensive one. Many of its highly skilled Captains and Admirals were blamed for mistakes and were demoted and transferred to other areas of the Pacific. The Japanese ability of being able to compensate for the lack of technology with skill and guts was at an end.

In the summer of 1943, the *South Dakota* and Battleship *Alabama* operated with British Home Fleet in stopping the German Fleet from sinking the convoy ships going to Russia. The German fleet did not come out to challenge us that Summer.

When the *South Dakota* returned to the Pacific that fall her guns were seldom silent as they bombarded the endless strong holds of the Japanese, bearing the names Nawia, Roi, Namur, Ponape Hollandia, Guam, Saipan, the Marshall Islands, etc. . . .

In the battle of the Philippine seas, the Japanese planes singled her out and dropped a 500-pound bomb on her gun deck killing 27 and wounding about 27.

The *South Dakota* had an unavoidable tragedy on 6 May 1945, when re-arming at sea, a powder can exploded killing 11 crew members and injuring 22.

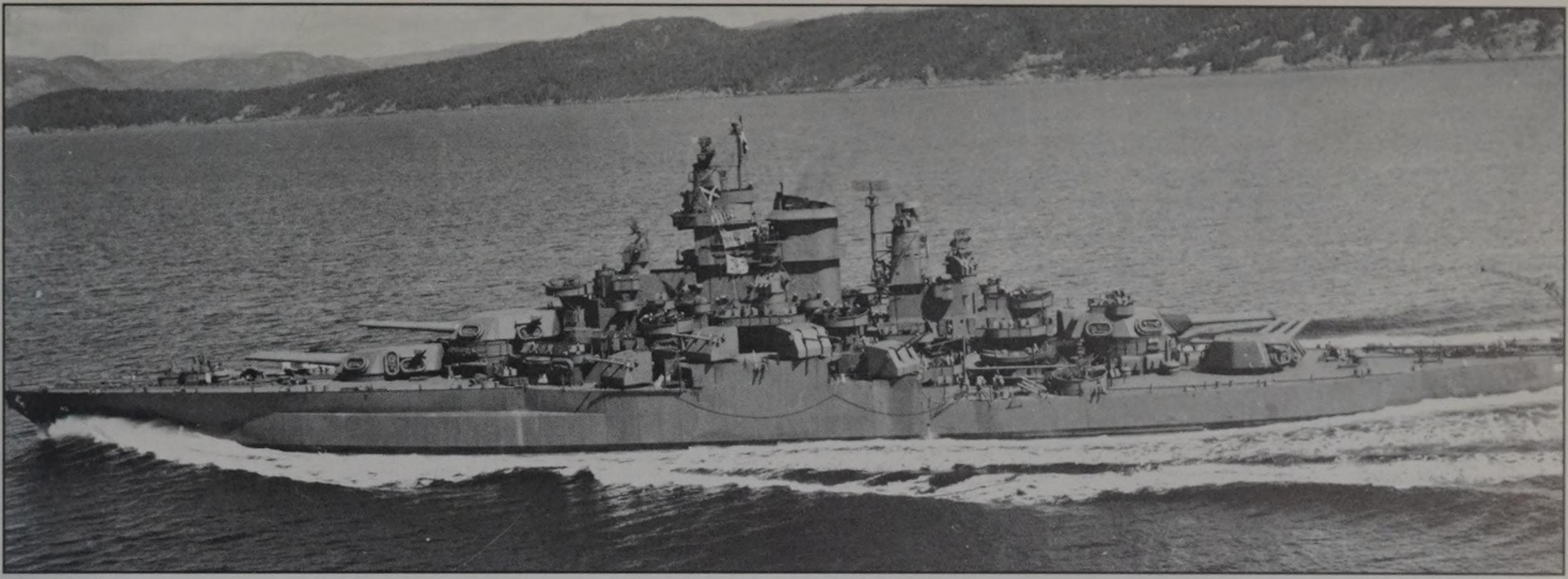
On 14 July 1945, the *South Dakota* was the first to fire the shells of the War on the Island of Japan. She bombarded the industrial city of Kamishi, Japan and two weeks the industrial city of Hamamatsu, Japan.

The *South Dakota* was the Flagship of the U.S. Fleet when the Official Peace Treaty was signed on the U.S.S. *Missouri* to mark the Japanese surrender in Tokyo, Japan.

Battleship X, the Black Prince, and Old Nameless are some of the names she was called. They are all part of the U.S.S. *South Dakota* legend. In all, she officially sank three ships, accounted for 64 planes, participated in nine shore bombardments, earned 14 Battle Stars for participating in nearly every major naval battle in the Pacific. In all the ship steamed 246,970 miles from the place she was built Camden, NJ to Tokyo, Japan.

She is now the battleship of the Prairie in Sioux Falls, SD. In 1979, the *South Dakota* legend became a reality. She was alive again with the parts of her ship, the pictures, and her crew all gave her a new life. She proudly represents all the history she helped make and the legends she made of always being there when she was needed to give and take the brunt of the battles she was in.

by Ray Kanoff, Exec. Dir.



The USS Tennessee (BB-43)

USS *TENNESSEE* (BB-43)

Tennessee (BB-43) was built by the New York Navy Yard. Her keel was laid 14 May 1917 and she launched 30 April 1919 under the sponsorship of Miss Helen Lenore Roberts, daughter of the governor of Tennessee. The ship was placed in commission 3 June 1920 when Captain Richard H. Leigh, USN, assumed command.

Tennessee had a length overall of 624 feet, 6 inches; extreme beam, 97 feet, 4 inches; normal displacement, 32,300 tons; mean draft, 30 feet, 3 inches; designed speed 21 knots, and a designed complement of 57 officers and 1,026 men. She was originally armed with 12, 14-inch .50 caliber funs; 14, 5-inch .51 caliber guns; four, 3-inch .50 caliber guns and two, 21-inch submerged torpedo tubes. The maximum thickness of her armor was 18 inches.

To man the battleship, the Navy carried out a novel recruiting program, procuring nearly all the enlisted personnel from the state of Tennessee. "A gun's crew from each town" was the slogan adopted.

Tennessee fitted out in New York and made her shakedown cruise off the Atlantic Coast. She departed New York 31 May 1921 for the West Coast to join the Pacific Fleet. There she carried out routine drills and exercises along the coast and engaged in battle practice off San Pedro. Later, she took part in the fleet's winter maneuvers in the Panama Canal area, and off Puerto Rico in the early part of 1922, returning to San Pedro in April and resuming routine operations with the Pacific Fleet.

Passing through the Panama Canal in March 1930, *Tennessee* sailed to Cuban waters and then on to New York, where she remained until 19 May 1930, when she again returned to the West Coast.

Returning to the West Coast in February 1932, the ship was stationed there until October 1934, then made another transit of the Panama Canal. After a few months on the Atlantic Coast she went back to Hawaii where she stayed until late 1938. There followed a year spent both in Atlantic and Pacific waters, then Hawaii again, where the morning of 7 December 1941 found her tied up in "Battleship Row."

The battleships were a prime target for the attacking planes. As soon as the attack started, *Tennessee's* guns were firing without regard for stations. An officer from the main battery was loading a 3-inch gun, while the .50 caliber machine guns were spouting streams of bullets skyward, manned by men from the "black gang" down below in defense of their ship. Five attacking Japanese planes were shot down. Others zoomed in and bombs filled the air. One burst on the left gun of turret no. 2 and another pierced the top of no. 3. The metal decks turned white hot from the heat of the burning oil on the water. *Tennessee,* lodged between other vessels, churned the water with her propellers trying desperately to keep the flames away.

Tennessee was able to proceed under her own power, she steamed to Bremerton, WA late in December 1941 for immediate repairs.

Tennessee became an important unit in Task Force One. During the Battles of the Coral Sea, the Battle of Midway and the invasion of the Solomons, she interposed and protected the Hawaiian Islands against possible attacks from the southwest. Captain Charles E. Riordan, USN, who had taken command 21 December 1940 was Commanding Officer during most of this period. After the Battle of Midway, 20 June 1942, he was relieved by Captain Robert S. Haggert, USN.

The nine-month conversion period from September 1942 through May 1943 constituted a rebirth for the *Tennessee*. Off came the old cage masts and the double stacks. Workmen fashioned a new foremast, a new mainmast, and a new stack.

Meanwhile, the officers and men to fight the ship were coming in. Composed almost entirely of reserves, they plunged immediately into the task of training and learning the equipment and evolving the proper procedures.

The USS South Dakota (BB-57)

The *Tennessee* steamed along the northern route to Adak in the Aleutians, a forsaken chain of barren islands stretching between Siberia and Alaska. When the ship entered Adak in June 1943, Rear Admiral Howard F. Kingman, USN, broke his flag aboard her as Commander of Battleship Division Two.

During August, Kiska Island was twice bombarded and on the 15th it was seized by U.S. troops without opposition.

Attu had been won earlier, and the mission in the North was now accomplished. Further operations by the enemy there had been prevented. With U.S. forces firmly on Attu and Kiska, Alaska was secure. *Tennessee* returned southward and in September 1943 her crew swarmed ashore in San Francisco.

On 20 November 1943 *Tennessee* opened fire on little Betio Island and during the day wiped out a major caliber gun which was firing on U. S. Forces.

On 22 November an enemy submarine was driven to the surface by a depth charge attack. *Tennessee's* 5-inch guns scored numerous hits before a destroyer finished the job by ramming the crippled sub. When *Tennessee* left the area, Tarawa was an American atoll.

The Marshall Islands came next. With Secretary of the Navy James V. Forrestal aboard, *Tennessee* steamed for Kwajalein after intensive rehearsals at San Clemente Island off the coast of California. On 31 January 1944 the bombardment of the two islands of Roi and Namur began.

After a quick reloading of ammunition and supplies, the ship proceeded to Eniwetok. The entrance employed was a narrow channel between two enemy-held islands; and *Tennessee*, watching carefully for any activity, led the heavy ships into the lagoon. She proceeded to Engebi in the north of the Atoll, bombarded it 17 February, and covered a highly successful landing by the Marines on the following day.

The job at Engebi was finished. *Tennessee* crossed to Parry Island at the entrance and, under Captain Haggart, anchored 850 yards off shore to deliver her fire. Using the fourteen-inch, the five-inch, and even the 40 millimeter guns, *Tennessee* stripped the island of everything, from the blockhouses and guns to the palm trees. On the 22nd of February Parry Island became an American base. *Tennessee* next steamed south of the equator to Efate in the New Hebrides Islands.

General Douglas MacArthur had planned a landing on Emirau in the Admiralty Islands and wanted a bombardment of Kavieng, New Ireland, to divert the enemy from his intended beachhead. In company with several other battleships, *Tennessee* pelted Kavieng on the morning of 20 March. During the engagement, the ship was twice straddled by an enemy shore battery but there were no casualties.

Captain Andrew D. Mayer, USN, had been aboard the ship during the Kavieng strike. On 25 March 1944 he relieved Captain Haggart as Commanding Officer.

Steaming from Pearl Harbor, with a brief stop at Kwajalein, *Tennessee* arrived at Saipan Island on 14 June. The ship had been assigned an excellent firing missile of the right flank of the landing beaches, where, on Agingan Point, strong enemy gun positions were located. Throughout the morning, *Tennessee* gave its area the famed treatment so effectively that , in documents captured later, the Japanese attributed a major share of the failure of their defenses to the quick destruction by naval gunfire of the Agingan Point batteries.

Tennessee steamed southward along the landing beaches, shelling small enemy craft grounded near the shore.

The landings were made early the next morning. From her special vantage point, *Tennessee* neutralized the flank fire targeted at the landing area with prohibitive loss of life to U.S. forces in the assault waves. Later in the morning, after the landings had been effected, the ship worked close to shore in narrow Saipan Channel between Saipan and the Tinian Islands, her main and secondary batteries firing. Three carefully camouflaged 6-inch guns on Tinian opened up on *Tennessee*. The first salvo was over, the second was short, but the third found its target. Alert U.S. spotters saw the flashes, and, before another salvo could be fired, the Japanese guns were silenced forever. But one shell of the third Japanese salvo had pierced the five-inch mount in *Tennessee*. Many were seriously injured and, in the darkness that night, eight men were committed to the deep somewhere off Saipan.

When repairs had been completed at Eniwetok, the schedule called for *Tennessee* to proceed to Tinian but a special request by U.S. forces at Guam asked that the ship fire for them. She took her position north of that island and from this point on 20-21 July, she prepared the way for the troops. On the 22nd, *Tennessee* was firing at installations on Tinian, where landings under cover of her big guns were made on the 24th. Before the ship returned to Guam for the delivery of inland support, one of her spotting planes was lost at Tinian; both pilot and gunner were killed.

With the islands of Saipan, Tinian and Guam, the bases from which U.S. Army air forces would operate now securely in American hands, *Tennessee* steamed back to Eniwetok, and then turned south again. From Espiritu Santo, in the New Hebrides Islands, she proceeded to the Solomons and on into the Palau group. In the Palaus, *Tennessee*, together with other ships commanded by Rear Admiral Kingman, bombarded the important Japanese phosphate center of Anguar Island until the enemy's defenses were in ruins. On 15 September 1944 U. S. troops swarmed across that island.

Tennessee hurried to Manus, in the Admiralty Islands, to prepare for the Philippines campaign. There, Rear Admiral Tennessee. E. Chandler, USN, assumed command of Battleship Division Two, relieving Rear Admiral Kingman. Captain John B. Heffernan, USN, replaced Captain Mayer as Commanding Officer of *Tennessee*.

By 12 October all preparations had been made and *Tennessee* stood out of the lagoon at Manus. Steaming through a typhoon and uncharted mine fields, she entered Leyte Gulf and on the 20th began the bombardment of the eastern shore of Leyte where the historic landings were made the next day under cover of naval gunfire.

With the consummate skill of the natural tactician, Admiral Oldendorf deployed his forces: cruisers and destroyers on the right of the channel; cruisers and destroyers on the left of the channel. And across the Strait were six battleships in a battleline. One of the two center ships of the battleline was *Tennessee*.

In the early morning, hours the Japanese fleet steamed into the Strait. *Tennessee* detected the ships when they were a little over 20 miles away. At 37,500 yards, *Tennessee* was ready to shoot. The Admiral said "Wait."

When the enemy had reached within 20,000 yards, Admiral Oldendorf's flagship began firing. *Tennessee* opened up immediately thereafter. During the next 13 minutes, the ship fired 13 salvos—more than any other ship in the battleline. And the shells were hitting. The spotters saw each of the first 11 salvos find its mark; the 12th was fired after a large turn, and missed. The last, the 13th, struck the target again. *Tennessee* had met the enemy fleet and employed her big guns with overwhelming success. Not a single material failure had occurred.

Admiral Oldendorf's plan had been entirely successful. The Japanese ships were taken under fire from the East and the West by cruisers and destroyers, while, from the North, hurtled the heavy armor-piercing shells of *Tennessee* and other battleships. The Japanese had been overwhelmed by a triple concentration of gunfire.

The great naval victory of Surigao Strait had been won. Two battleships, two cruisers and four destroyers were lost by the Japanese, while the only American casualty was damage to destroyer *Grant*. The American Navy, under Admiral Oldendorf, had played its hand. Leyte Gulf was secure.

A few days later, *Tennessee* began her long trip to the Puget Sound Navy Yard for overhaul. After the ship arrived at Puget Sound, leave was granted to the entire crew, and the men separated to visit their families, for the first time in more than 18 months, in virtually every state in the nation. During the middle of January 1945 a large painted sign was put up on *Tennessee's* quarterdeck: "*Tennessee* must be ready for sea by the 22nd of January. Admiral Nimitz wants this ship on the battleline."

The objective was heavily defended Iwo Jima in the Volcano Islands, only a few hundred miles from Tokyo. On February 16, a little over two weeks after the last goodbye had been said at Bremerton, *Tennessee* opened fire. The most important assignment had gone to the battleship—preparation of the left flank of the beaches and, in particular, the destruction of four revetted and camouflaged major caliber defense guns positioned on a ledge of the now famous Mount Suribachi.

On the 18th, *Tennessee* reported complete destruction of the guns and associated ammunition dumps. *Tennessee* remained at Iwo Jima until the March 7. Delivering fire for the shore control parties, the ship gave every possible aid in the advance across the island. There were starshells to prevent Japanese night infiltration, interdiction fire to deny the use of roads at every installation that could be found.

It was at Ulithi that *Tennessee* prepared for the final great operation of the war—Okinawa in the Ryukyus, a chain stretching southwest from the home island of Japan. On 23 March *Tennessee* departed Ulithi carrying the flag of Rear Admiral M. L. Deyo, USN, acting Commander, Battleship Squadron One, Commander, Battleship Division Two, and Commander, Gunfire and Covering Force.

There were seven days of intensive and concentrated bombardment before the landings on the morning of Easter Sunday. Then, almost daily until 3 May, *Tennessee* was delivering fire for the men who had gone ashore.

Throughout the campaign the Japanese had thrown their planes against American forces at Okinawa without reserve. The suicidal plunge which had developed at Leyte and Luzon was the principal enemy tactic. The U. S. Combat Air Patrol did a magnificent job in destroying hundred of the Kamikazes before they could reach their objectives, but all could not possibly be downed.

On 12 April the enemy attacks were unusually heavy. Seven planes which had penetrated the patrol chose *Tennessee* as their target for a coordinated attack. Six were shot down and fell into the sea, but the seventh, weaving through smoke, came in, although hit repeatedly. The Kamikaze, carrying a bomb, crashed on the starboard side of the ship. In the resulting explosion, 26 men were killed and 103 injured, 60 so seriously that they had to be transferred to a hospital ship.

Tennessee's crew went to work immediately on emergency repairs, performing jobs which usually could be done only in major navy yards. Soon the ship was firing again.

Vice Admiral Oldendorf, who had missed the operation because of previous injuries, relieved Rear Admiral Deyo shortly before *Tennessee* left Okinawa. Admiral Deyo's parting message to his flagship was: "You may well be proud of your fine record during the Okinawa assault. Well Done!"

After three weeks alongside a repair ship in Ulithi, *Tennessee* was en route back to Okinawa. She fired for three days in support of the forces which were pinching in the Japanese on the southern strip along the escarpment. The last bombardment was on the 14th of June and a few days later Okinawa was declared secured.

Vice Admiral Oldendorf was soon made commander of all naval forces in the Ryukyus. As his flagship, *Tennessee* played an important part in operations in the East China Sea. During July, a task group under the Admiral's command covered minesweeping operations there, and when the area had been cleared the force sailed north to attack shipping between Shanghai and the home islands of Japan. The route was effectively blockaded and several enemy planes were destroyed by fighters operating from the carriers of the formation.

Tennessee was at Okinawa preparing for further operations when the first news of the Japanese surrender offer arrived. Within a few days it was definite that the war was won. In the North, Central and South Pacific—from Pearl Harbor to the final victory at Okinawa—*Tennessee* had fought her way to a brilliant record.

On 27 August 1945, while *Tennessee* was in Buckner Bay, Okinawa, Captain Hurley F. Cope, USN, reported aboard and on 7 September he relieved Captain Heffernan of command. The ship's closing assignment was to cover the landing of U.S. troops at Wakayama, Japan, as part of the occupation.

Tennessee joined the inactive group of the 16th fleet at the Philadelphia Naval Base on 8 December 1945. Captain Cope was relieved by Commander Edwin A. Abbot, USN, who commanded until 14 February 1947 when *Tennessee* was decommissioned. The ship remained in reserve until 1 March 1959 when her name was struck from the Navy List. She was sold for scrapping in July 1959.

From: United States Battleships, The History of America's Greatest Fighting Fleet, Monitor Book Company

USS *TEXAS* (BB-35)

The USS *Texas* (BB-35) was the second United States Navy capital warship to bear the name of the Lone Star State. The battleship was designed in 1909 and approved by Congress in 1910. The initial design was similar to the *Wyoming* class. The only change made was the introduction of triple-gunned turrets. American designers, changed the main armament from a 12-inch to a new 14-inch gun for the *Texas* . The new gun forced a reversion to the twin-gunned turret and a reduction to five turrets in order to save weight. The *Texas* was to be powered by two triple-expansion reciprocating engines, built by the Newport News Shipbuilding and Dry Dock Company, rather than turbines. The *Texas* was launched on May 18, 1912 with the ceremony recorded for the first time by motion picture cameras. She was commissioned on March 12, 1914. Her crew were veterans, coming from the old battleship *Idaho* (BB-24).

The ship was hardly a month old when she was ordered to Vera Cruz, Mexico as part of the American force that had occupied that city since April 1914. Upon her arrival, she was sent to Lobos Island, near Tampico, where she acted as a guard ship.

The *Texas* returned to New York, in August 1914 to prepare for her final acceptance trials. Her trials proved a tremendous success with her gunnery marks being exceptionally high.

She spent another month with the American squadron operating in Mexican waters before returning to the fleet. A brief stop was made in Galveston to receive a silver service, silk colors, and a bear cub mascot from the state of Texas. Between 1915-1917, the *Texas* established herself as the best ship in the fleet, winning all the efficiency awards and maintaining them. When World War I broke out, she was selected as one of the battleships to join the British Grand Fleet in Europe.

The *Texas* joined the American battleship division with the British fleet in February 1918. With the fleet, she participated in seven war

The USS Texas (BB-35)

sorties and was in action twice against suspected German submarines. She also participated in the laying of the Great North Sea Mine Barrage in 1918.

The *Texas* became highly involved with aviation toward the close and after the war. While with the British fleet, she participated in tests using kite balloons for observation. She was fitted with a launching platform on turret number four while in an English dry dock, but did not receive an airplane until after the war. On March 9, 1919, a Sopwith Camel successfully took off from this platform to become the first aircraft to be launched from an American battleship. In May, 1919, the *Texas* acted as a rescue ship for the trans-Atlantic flight of the Navy's NC-4 seaplane.

In 1925, the *Texas* entered the Norfolk Navy Yard and was dry docked as part of the Navy's reconstruction and modernization program. After two years of work, she had a high tripod foremast. Her coal-burning boilers were replaced by oil burners. Forced draft fans allowed for a reduction in smoke stacks from two to one. Torpedo blisters were added to the hull for additional protection. Anti-aircraft guns were mounted along with the latest fire control equipment. Finally, a catapult was installed atop turret number three and two float planes became permanent additions to the *Texas* . The *Texas* which emerged in 1927 was the finest battleship in the Fleet. Her impressiveness led to her selection as Fleet flagship for the United States Navy.

The *Texas* was scheduled for replacement in 1938 but as crises developed in Europe and Asia, this was postponed. After the war broke out in Europe, she was assigned to neutrality patrols out of Newport, Rhode Island. In June 1941 she penetrated the German blockade zone of Great Britain and was spotted by a U-boat. The German submarine requested but was denied permission to attack. The *Texas* was unaware of the entire incident.

After Pearl Harbor, the *Texas* was assigned to escort duty, convoying troops to England and Marines as far as Panama. After nearly a year of this type of duty, the battleship was assigned to Operation Torch, the invasion of North Africa. Her function was as a support ship for the transports, protecting them from air and surface attacks, as well as providing shore bombardment. In addition she was fitted with a powerful radio transmitter to beam propaganda broadcasts to the French people and authorities ashore. At the conclusion of the invasion, the *Texas* returned to troop convoy operations.

The *Texas* was modified four times during World War II. In most cases, changes and additions were made in her anti-aircraft armament. The *Texas* was one of the first vessels to be equipped with radar in 1939 and new, updated radar sets were added during the war. These modifications made the *Texas* one of the most powerful support ships in the Navy, with her anti-aircraft capability rivaling even the newest battleships.

In March 1944, the *Texas* was assigned to the Normandy invasion force, as flagship of the Omaha Beach bombardment group.

On June 25, 1944, the *Texas* engaged the German coastal batteries and installations at Cherbourg, France in support of an attack by the U.S. Seventh Corps. During the engagement the *Texas* received a direct hit from an 11-inch shell which destroyed the Navigation bridge, killing one man and injuring ten others. Yet, the *Texas* maintained a continuous fire on the enemy battery until ordered to retire. At this time, and unexploded 9.5-inch projectile was discovered in the port-side officers' wardroom. This shell was successfully disarmed upon arrival in England.

In August *Texas* repaired and ready for action, was in the Mediterranean supporting the Allied invasion of southern France. Here, again, her shore bombardment capabilities prove invaluable as she supported the ground force and tackled the powerful St. Tropez shore batteries.

Following this action, the *Texas* returned to the United States for refit and additional anti-aircraft armament. In November 1944, she sailed for the Pacific via the Panama Canal. There she joined Task Force 52 at Ulithi Atoll, assigned to the invasion of Iwo Jima.

Texas returned to Ulithti only to be assigned to the Okinawa invasion force. This campaign proved to be her most difficult. In almost continuous action for 50 days, the *Texas* fired more than 4,600 14-inch and 5-inch shells at Japanese positions. With the other ships in the fleet, she weathered heavy Japanese air attacks, including the fanatical Kamikazes. Her powerful anti-aircraft batteries beat-off numerous attacks, downing one aircraft and assisting in shooting down two others. At the conclusion of the campaign, she had consumed the equivalent of four ship-loads of ammunition. On V-J Day, the *Texas* was on station in Buckner Bay, Okinawa. Her final duty was escorting American troopships home.

In April, 1946, thirty-two years after her departure, the *Texas* returned to the Newport News Shipyard. There she was deactivated. Though scheduled to be salvaged, the state of Texas requested that she be saved as a memorial. In 1948, the *Texas* was turned over to the states and she was recommissioned as flagship of the Texas Navy.

USS *UTAH* (BB-31)

Utah (BB-31) was authorized by Act of Congress, approved 13 May 1908. She was built by the New York Shipbuilding Company of Camden, NJ. Her keel was laid 9 March 1909 and she launched 23 December 1909 under the sponsorship of Miss Mary Alice Spry, daughter of Utah Governor William Spry. The ship was placed in commission at the Philadelphia Navy Yard 31 August 1911, Captain William S. Benson, USN, in command.

Utah had a length overall of 521 feet, 6 inches; extreme beam, 88 feet, 3 inches; normal displacement 21,825 tons; mean draft, 28 feet, 4 inches; designed speed, 20.75 knots, and a designed complement of 60 officers and 941 men. She was originally armed with ten 12-inch .45 caliber guns; sixteen 5-inch .51 caliber guns and two-21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

After shakedown training she was assigned to the U. S. Atlantic Fleet in March 1912. Summer midshipmen cruises along the New England Coast and maneuvers with the fleet along the eastern seaboard to waters of the Caribbean Sea occupied her time until 16 February 1914. On that day she arrived off Vera Cruz for the protection of American interests in that quarter. She transported several hundred refugees to Tampico, took action to prevent a Mexican steamer from landing ammunition, and sent her landing force ashore 21 April to assist in the occupation of Vera Cruz.

Utah returned to New York 23 June 1914 and spent the next three years in a schedule of battle practice and maneuvers along the eastern seaboard and into the Caribbean Sea. After the entry of the United States into World War I she became a training ship for gunnery crews in Chesapeake Bay, and also acted as an engineering training ship for Navy recruits. This duty continued until 30 August 1918 when she sailed for Europe with Vice Admiral Henry T. Mayo, Commander-in-Chief of the Atlantic Fleet.

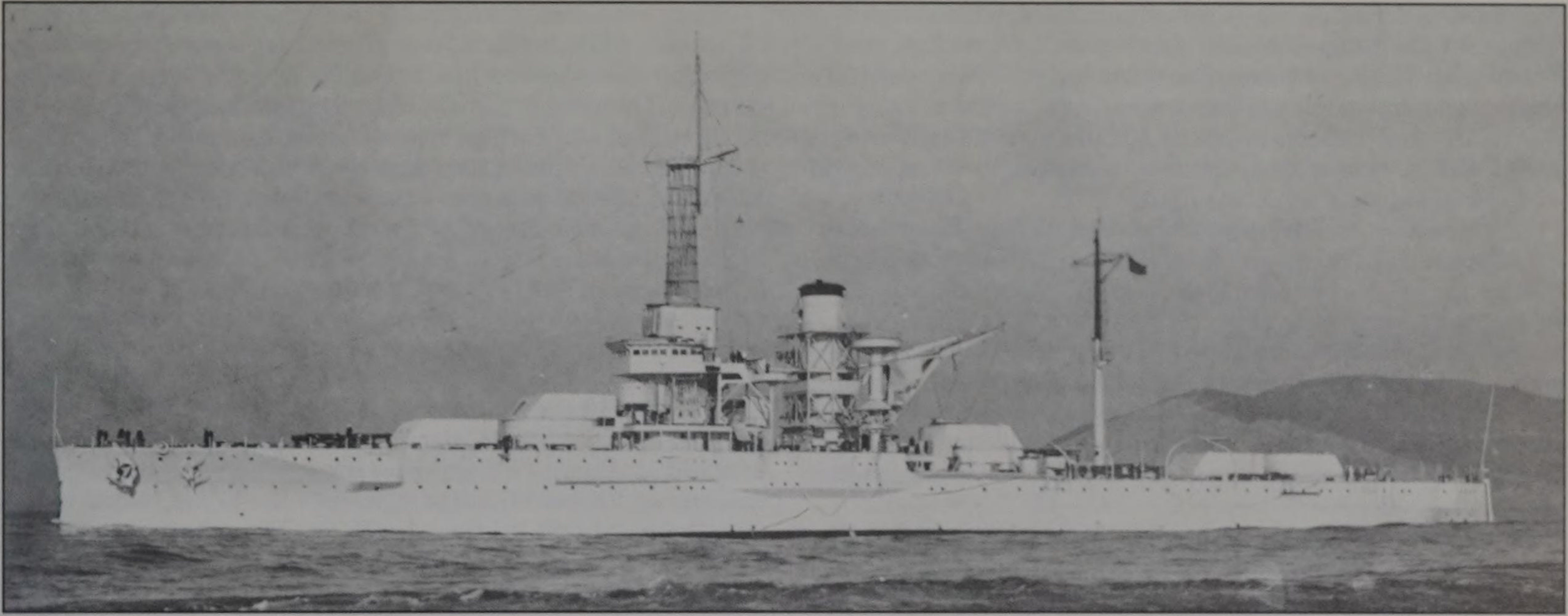
On 10 September 1918 *Utah* arrived in Bantry Bay, Ireland, and became the flagship of Rear Admiral Thomas S. Rodgers, Commander of Battleship Division Six. Until the Armistice was signed, she operated from Bantry Bay for the protection of convoys in the approaches to the British Isles. She the put to sea and reached New York on 25 December en route for overhaul in the Boston Naval Shipyard.

Utah sailed from Boston on 9 July 1921 and touched Lisbon, Portugal, on her way to Cherbourg, France, where she became the flagship of U.S. Naval Forces in European Waters. By the time she was relieved of this duty the cruiser *Pittsburgh,* in October 1922, she had served as an ambassador of good will in the principal ports which border the Atlantic Coast of Europe and the Mediterranean Sea.

Utah earned the Navy Battle Efficiency Award "E" for outstanding gunnery achievements during the fiscal year 1924-1925. She spent the summers of 1925 and 1926 with the Midshipman Practice Squadron. In August 1926 she entered Boston Navy Yard for modernization. During this yard service her cage masts were replaced by tripod masts, and she was converted to an oil-burning ship. On 21 November 1928 she put to sea from Hampton Roads, VA, for Montevideo.

The ship added to her laurels during fleet competition the engineering trophy as well as the greatest improvement prize for battleships. Her last active service as a manned battleship ended with the completion of the midshipmen practice cruise in the summer of 1930. Condemned as a battleship under the terms of the London Treaty which limited naval armaments, she was kept afloat by removal of armament and conversion to an experimental mobile target in the Norfolk Naval Shipyard.

Utah was redesignated a miscellaneous auxiliary ship, effective 1 July 1931, when her hull classification and number were changed from BB-31 to AG-16. Her conversion to a mobile target ship included the



The USS Utah (BB-31)

installation of a radio control apparatus which enabled her to serve as a "robot" man-o'-war that could be controlled from another ship or even from an aircraft. Provision was made for steaming the radio controlled *Utah* at varying rates of speed, changing her course, laying smoke screens and, in fact, maneuvering her in all respects like a ship in battle. Her electric motors, operated by signals sent out from the controlling ship, opened and closed throttle valves, moved her steering gear and regulated the supply of oil to her boilers for smoke screens. A sperry "metal mike" or gyro pilot, kept the ship on course.

With a crew under Commander (later Vice Admiral) Randall Jacobs, *Utah* was placed in full commission as a mobile target ship on 1 April 1932. She left Norfolk for local operating areas on 7 April to train her engineers with the new installations and trials of radio control gear. She returned to port on 21 April and passed her radio control trials off the Virginia Capes on 5 May with Rear Admiral George C. Day, President of the Board of Inspection and Survey, embarked as an observer. On 1 June she ran three hours under radio control with all engineering stations manned. On the following two days she made two successful four-hour runs under radio control, during which no piece of machinery was touched by human hands. However, in each engine room and fire room there were observers to keep telephone information and record data. The total stations manned were eight, two observers in each fireroom and two in each engine room. It was a remarkable sight to see this giant ship steam at high speed, slow down, speed up and maneuver radically at the touch of a key on a distant ship. This giant stride forward in radio control was one that in a generation would play a principal role in space operations.

Utah departed Norfolk on 9 June for transit of the Panama Canal, then sailed to San Pedro, CA, where she reported on 30 June for duty with Training Squadron One, Base Force, U. S. Fleet. Her first duty was as a mobile target in exercises with cruisers on 25 July. This was followed on 2 August by rehearsal runs for battleship *Nevada*, with radio control parties directing her movements from destroyers *Hovey* and *Talbot*.

On 25 October 1932 *Utah* was the mobile radio-controlled target for advanced battle practice of planes from aircraft carrier *Saratoga*. These operations were conducted largely in local operating area out of Los Angeles, CA, during fleet problems and joint Army-Navy exercises.

Having joined the Pacific Fleet, to whose efficiency she was to make giant contributions, *Utah* began her first cruise to Hawaii on 30 April 1935 when she set course from San Pedro with aircraft carrier *Lexington*, accompanied by cruisers and destroyers, for fleet problems that took her as far as Midway Atoll. Here, under the wise leadership of Admirals Nimitz and Spruance, the skill of *Utah's* trained anti-aircraft gunners and carrier dive bombing pilots would win one of the decisive battles of history against great odds at Midway.

Utah embarked 223 officers and men of the Fleet Marine Force from Sand Island for amphibious operations in Hilo Bay. She then went to San Diego, CA, where she debarked the Fleet Marine Contingent, along with equipment and armament, on 12 June. In the same month *Utah* was designated to establish a Fleet Machine gun school which was staffed with the most experienced anti-aircraft gunners of the fleet. This was in addition to her important service as a mobile target ship. Her training services in the ensuing years would play a decisive role in the World War II victory. As an anti-aircraft training ship she made large contributions to the anti-aircraft effectiveness of all ships of the fleet. As a mobile bombing target, with accurate analysis and measurement of bomb impacts, she was a key factor in the superb quality of U. S. naval dive bomber pilots.

Among *Utah's* early experimental achievements was the development of reliability and fire control of .50 caliber anti-aircraft machine guns and later the 1.1-inch anti-aircraft gun. Throughout the following years she also played an important role in the improvement of ship anti-aircraft maneuvers and of aircraft tactics under combat conditions, acting as target for Army high altitude bombers.

Utah's value as an experimental development and training she extended into many field besides the key ones of air attack and anti-aircraft gunnery. She served as a high-speed maneuvering target for submarines as well as for surface ship gunnery, closely approaching battle conditions. She participated in several major amphibious training landings and made important contributions to amphibious techniques that were rapidly developing to play a decisive part in World War II.

Utah departed Los Angeles Harbor 29 December 1938 in company with units of the Base Force, U. S. Fleet. She crossed the Panama Canal 9 January 1939 for combined fleet exercises out of Guantanamo Bay, Cuba, and Gonaives Bay, Haiti. Much of this time was spent in bombing practice with aircraft from carriers *Yorktown, Lexington, Ranger* and *Enterprise* and in unceasing training of anti-aircraft gunners. *Utah* fired more small caliber anti-aircraft projectiles and served as target for more bombs than any other ship in the tens of thousands of bombs. She visited the Virgin Islands before again crossing Panama Canal on 9 April for her base at San Pedro, California. She underwent alterations in the Puget Sound Naval Shipyard at Bremerton that included the addition of a 5-inch .25 battery - the finest anti-aircraft weapon in existence afloat or ashore. Then, on 18 October, the ship commenced a schedule that included manning of bombing stations for 5-inch anti-aircraft firing and special practice firing runs with 1.1-inch anti-aircraft guns. In the following weeks she also served as a mobile target ship for submarines of Submarine Squadron Six, which duty continued through 30 November. The next eight months were largely devoted to special machine gun practices of many types.

On 1 August 1940 *Utah* arrived in Pearl Harbor from San Diego for advanced anti-aircraft gunnery practice in the Hawaiian operating areas. She remained on this duty until 14 December. Beginning her last highly valuable year afloat, she returned to Long Beach on 21 December. The following two months were spent as bombing target off San Clemente Island, California, for pilots of Patrol Wing One, and carriers *Lexington, Enterprise* and *Saratoga*.

Utah returned to Pearl Harbor 1 April 1941. On the same day she received a class of officers and men for training in her Advanced Anti-

Aircraft Gun School. These included gunners from battleships *West Virginia, Oklahoma, Colorado*; and cruisers *Phoenix, Nashville, Philadelphia* and *New Orleans*. The following weeks were devoted to control and loading drills for 5-inch anti-aircraft batteries, firing runs on radio-controlled targets as well as .50 caliber and 1.1-inch firing on drones and balloons. Endurance tests on each of these anti-aircraft weapons were conducted during April.

Utah returned to Los Angeles Harbor on 20 May 1941 to receive Fleet Marine Force passengers for transport to Bremerton. She put her military passengers ashore at Bremerton on 27 May and entered the Puget Sound Naval Shipyard on 31 May. Here, her four, 5-inch .25 caliber gun mounts were modified and relocated to provide a more homogeneous four-gun group for firing starboard. A similar group of four, 5-inch .38 caliber guns was installed for firing to port. *Utah's* gunners continued as pioneers working ceaselessly in the training of proficient anti-aircraft gunnery crews to man new weapons, both ashore and afloat.

Utah shifted from the Puget Sound Naval Shipyard to Port Townsend, WA, 26 August 1941, then touched San Francisco on her way back to San Pedro. She stood out of Los Angeles Harbor on 14 September to resume her busy schedule of advanced anti-aircraft firing practice in Hawaiian waters. This training was combined with target ship duties for the high level and dive bombers of Army, Navy and Marine Corps units, including the illustrious *Enterprise*, carrier flagship of Admiral Halsey. While these operations continued at Sea, gunnery officers from *Utah* were busy on the ground at Barber's Point training Army, Navy and Marine Corps personnel in anti-aircraft weapons practice.

The battleship had recently returned to Pearl Harbor from a six-week advanced anti-aircraft training cruise when the Japanese struck Pearl Harbor on 7 December 1941. One of the first ships hit, she did not have time to effectively man her powerful batteries. She took two torpedo hits within five minutes from the beginning of the attack, listing so rapidly that her senior officer on board ordered "All hands on deck and abandon ship over starboard side!" Her crew made their escape, some coming out through ports in the captain's cabin, as enemy aircraft returned to strafe the ship and the men in the water who were swimming for nearby shore. By 0812 hours *Utah* was bottom up, a total loss.

Thirty officers and 431 men survived. Six officers and 52 men perished as the result of strafing attacks while they were swimming for shore or by being trapped in their rapidly capsizing ship. Only four of those who perished were ever recovered and identified.

Utah's survivors immediately took responsible action to protect the industrial complex of Pearl Harbor from a return attack. Here, in huge storage tanks above ground, was practically all the fuel immediately available to power planes and ships for offensive action in the Pacific, as well as ammunition and spares for equippage and repairs. From the battered and wrecked ship, her surviving crew removed 5-inch and other anti-aircraft weapons which they stationed and manned in the days that followed. Later, they were detailed to various fighting ships of the Pacific Fleet to carry on the tradition of vital service in defense of their nation.

Utah was declared "in ordinary" on 29 December 1941 and placed under the Pearl Harbor Base Force to determine whether or not salvage and repair could be undertaken. During the salvage operations that followed, her hulk was partially righted by turning inshore to clear the approach to an adjacent pier. With all further salvage work abandoned, she was declared "out of commission, not in service" on 5 September 1944. Her name was stricken from the Navy List of Ships on 13 November 1944 but the hulk of the valiant warrior may still be seen in Pearl Harbor today, stable but listing about 38 degrees to port and primarily submerged.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *VERMONT* (BB-20)

Vermont (BB-20) was built by the Fore River Shipbuilding Company in Quincy, Massachusetts. Her keel was laid 21 May 1904 and she launched 31 August 1905 under the sponsorship of Miss Jennie Bell, daughter of Vermont Governor Charles J. Bell. The battleship was commissioned in the Boston Navy Yard 4 March 1907 with Captain William P. Potter, USN, in command.

Vermont had a length overall of 456 feet, 4 inches; extreme beam, 76 feet, 10 inches; normal displacement, 16,000 tons; mean draft, 24 feet, 6 inches; designed speed, 18 knots, and a designed complement of 42 officers and 838 men. She was originally armed with four 12-inch .45 caliber guns; eight 8-inch .45 caliber guns; twelve 7-inch .45 caliber guns; twenty 3-inch .50 caliber guns; ten 3-pounders; two 1-pounders; six .30 caliber guns and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

On 3 August 1907 *Vermont* departed Boston for shakedown training off the Virginia Capes and Provincetown, Massachusetts. She returned to Boston 7 September and visited New York before arriving at Norfolk 8 December to prepare for the world cruise of the "Great White Fleet." On 16 December she left Hampton Roads. The fleet, under command of Rear Admiral Robley D. Evans, made calls at Trinidad and Rio de Janeiro before passing in open order through the Magellan Straits for calls at Punta Arenas and Valparaiso, Chile, and Callao Bay, Peru; then north to Magdalena Bay, Mexico, for a month of target practice.

After her return from the world cruise, *Vermont* overhauled in the Boston Navy Yard (9 March-23 June 1909), then took part in battle practice along the New England coast and off the Virginia Capes before visiting New York (27 September-9 October) for the Hudson-Fulton Celebration.

The battleship continued in her familiar cruising grounds along the northeastern seaboard until 7 January 1910 when she sailed from New York for winter-spring fleet maneuvers in the Caribbean Sea out of Guantanamo Bay. She returned north to Norfolk 20 March 1910 and was overhauled in the Boston Navy Yard (29 April-16 July). Following a cruise for the training of Naval Militia out of Boston, Provincetown and Newport, she entered the Philadelphia Navy Yard 9 October for voyage preparations. She sailed with the Third Battleship Division on 1 November, calling at Gravesend, England, and Brest, France, before proceeding to Cuba for winter-spring maneuvers and tactics. The ship

The USS Vermont (BB-20)

was back again in Norfolk 17 March 1911, then overhauled in the Philadelphia Navy Yard (10 April-1 May) and sailed with the Third Division for Torpedo Practice out of Pensacola, FL. Returning to Boston 29 June, the ship ranged south to the Virginia Capes until 2 January 1912, then spent the winter-spring months in battle practice out of Guantanamo Bay. Overhaul in the Norfolk Navy Yard (14 March-8 October 1912) was followed by the naval review in New York and operations in her usual cruising grounds off New England and the Virginia Capes.

Vermont departed Norfolk 6 January 1913, visiting the nearly-completed Panama Canal before engaging in winter maneuvers out of Guantanamo Bay. She steamed from that winter base 12 February to watch over American interests at Vera Cruz, Mexico, until 29 April; then she sailed north for Annapolis to embark midshipmen for a summer practice cruise out of Newport, RI. This was followed by an overhaul in the Norfolk Navy Yard.

On 24 October 1913 *Vermont* sailed from Norfolk for a voyage to Marseilles, France, returning to Norfolk 20 December for overhaul until 24 March 1914. She cleared the Virginia Capes 15 April, en route on special service to support the occupation forces off Vera Cruz and Tampico. She departed Vera Cruz 22 October for tactics off the Virginia Capes. This service lasted until 21 January 1915 when she sailed for winter/spring maneuvers off Cuba. Returning to Norfolk, the ship remained in reserve in the Norfolk Navy Yard (4 May 1914-14 April 1916). After training out of Newport, *Vermont* was placed in reserve at the Philadelphia Navy Yard (1 October-21 November 1916). She gave support to the Marine Expeditionary Force in Haiti (29 November 1916-5 February 1917), then conducted battle practice out of Guantanamo Bay before sailing back to Norfolk 29 March.

Vermont entered the Philadelphia Navy Yard for overhaul 4 April 1917 and two days later the United States declared war on Germany. The ship's extensive overhaul was completed by 26 August; she then sailed for duty as an engineering training vessel in the reaches of Chesapeake Bay. This war service was interrupted 28 May 1918 when she received the body of the Chilean Ambassador to the United States for transport to his country. Leaving Norfolk 3 June, *Vermont* called at Port Tonga, Chile, before arriving at Valparaiso on he morning of 27 June. The ship left that port 2 July for a visit to Callao, Peru, then sailed through the Panama Canal to resume training as an engineering schoolship from her York River base, a duty which terminated 4 November.

On 5 November 1918 *Vermont* entered the Philadelphia Navy Yard to prepare for service as a troop transport. She sailed from Norfolk 9 January 1919 on the first of four trans-Atlantic crossings to Brest, France, and returned. When she came into Norfolk from her last trooplift mission on 20 June, she had brought home nearly 5,000 World War I veterans.

Following further preparation in the Philadelphia Navy Yard, the ship sailed from Hampton Roads, 18 July, en route to inactivation on the West Coast. On this voyage she steamed through the Panama Canal and visited San Diego, San Pedro, Long Beach, and Monterey, CA, then touched at Astoria, OR, and Seattle, WA, before coming to rest in San Francisco. On 18 September 1919 she entered the Mare Island Navy Yard where she remained until she was decommissioned 30 June 1920.

Vermont remained inactive until her name was struck from the Navy List 10 November 1923. She was sold for scrapping 30 November 1923 in accordance with the Washington Treaty limiting naval armaments.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *VIRGINIA* (BB-13)

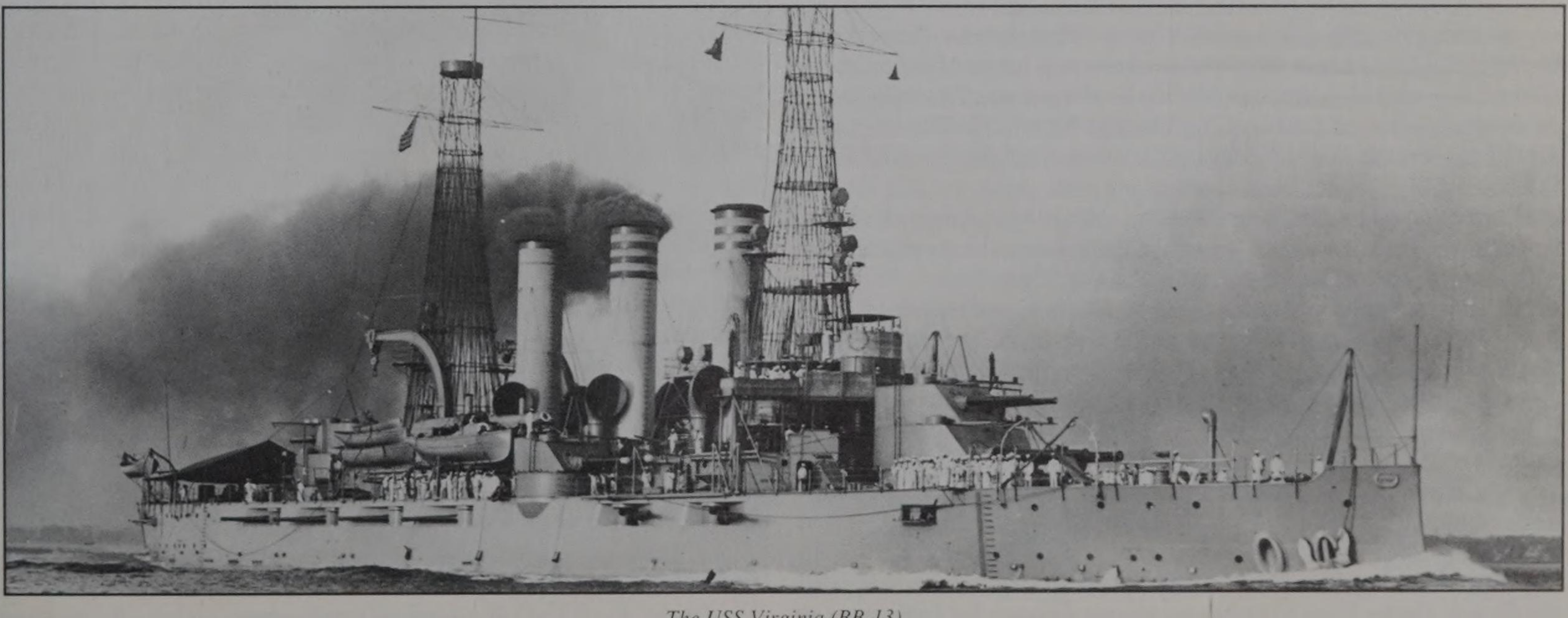
Virginia (BB-13) was built by the Newport News Shipbuilding and Dry Dock Company, in Newport News, VA. Her keel was laid 21 May 1902 and she launched 5 April 1904 under the sponsorship of Miss Gay Montague, daughter of the governor of Virginia. The battleship was commissioned 7 May 1906 with Captain Seaton Schroeder, USN, in command.

Virginia had length overall of 441 feet, 3 inches; extreme beam, 76 feet, 3 inches; normal displacement, 14,948 tons; mean draft, 23 feet, 9 inches; designed speed 19 knots, and a designed complement of 40 officers and 772 men. She was originally armed with four 12-inch .40 caliber guns; eight 8-inch .45 caliber guns; twelve 6-inch .50 caliber guns; twelve 3-inch .50 caliber guns; twelve 3-pounders; eight .30 caliber guns, and four 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches.

The battleship departed Norfolk 5 July 1906 for shakedown training off the coasts of New York, Maine and Rhode Island. She departed Newport 15 September and remained off Havana (21 September - 13 October), ready to defend lives and property during the insurrection there. After landing General Funston at Norfolk, she conducted battle practice in waters ranging north to New York. She departed that port 23 March 1907 for a month of maneuvers out of Guantanamo Bay, then returned to Norfolk to attend the Jamestown Exposition (15 March - 15 May). Following participation in the Presidential Review at New York , she cruised out of Provincetown, MA, and Newport, RI. On 24 September she entered the Norfolk Navy Yard to prepare for the world cruise of the "Great White Fleet."

Virginia was among the 16 great white battleships that passed in review before President Theodore Roosevelt 16 December 1907, standing out from Hampton Roads on the first leg of a world cruise that brought much good will, honor and prestige to the United States Navy and to the nation. The cruise terminated 22 February 1909, after the fleet had sailed some 58,000 miles, passing in review once more before President Roosevelt at Hampton Roads.

Cruising northward to the coasts of Massachusetts and Maine, *Virginia* then overhauled in the Norfolk Navy Yard (6 October 1909-4 January 1910). Following winter-spring fleet maneuvers out of Guantanamo Bay, she resumed battle practice and tactics from the Virginia capes north to the coast of New England. The ship departed Boston 2 November, en route with the Fourth Division for Brest,



The USS Virginia (BB-13)

France, and Gravesend, England, and back again to Guantanamo Bay. Returning to Norfolk 17 March 1911, she engaged in tactics and maneuvers over her old cruising ground, a service which lasted until 6 January 1912. On that day she steamed from Norfolk for a cruise that included a call at Colon, Panama, and patrol duty along the coast of Mexico to watch over American interests at Tampico and Vera Cruz. She returned to Norfolk 30 April 1913 and was overhauled in the Boston Navy Yard (1 July - 3 October).

On 29 October 1913 *Virginia* got under way from Norfolk to again watch over the unrest off Tampico and Vera Cruz. She was called back to Norfolk 19 March 1914, preparatory to being repaired in the Boston Navy Yard. Returning to Vera Cruz 1 May, the ship supported U.S. occupation forces on shore until 17 October when she went to undergo additional overhauling in Boston (27 October 1914 - 16 January 1915). In the following months, she ranged south to Cuba and north to Boston, where she was placed in reserve 20 March 1916.

Virginia was still in reserve and undergoing overhaul at the Boston Navy Yard 6 April 1917 when the United States entered World War I. On that day, the ship sent a landing party of 100 men to take possession of the interned German ships *Amerika* (later re-named *America*), *Cincinnati* (later renamed *Covington*), *Witteking* (later renamed *Iroquois*), *Koln* (later re-named *Amphion*), and *Okenfield* (later re-named *Ocquot*).

By 27 August 1917 *Virginia* had completed her extensive overhaul. Three days later she sailed for Port Jefferson, NY, where she joined the Third Division, Battleship Force, U. S. Atlantic Fleet. In the following twelve months she served as a gunnery training ship out of Port Jefferson and Norfolk. During this service, 5-15 December, *Virginia* was temporarily detached from the Third Division to serve as flagship of Rear Admiral John A. Hoogewerff, commanding Battleship Division One. She became flagship of the Third Division on 30 December when she hoisted the flag of Rear Admiral Thomas Snowden. He was relieved by Rear Admiral Joseph L. Jayne on 1 February 1918.

The battleship entered the Boston Navy Yard 2 September 1918 to prepare for convoy escort service. She departed New York 14 October as a unit of the escort for a convoy en route to Brest, France, with 12, 176 troops, and turned homeward 23 October, after having escorted the convoy to a point longitude 22 degrees West. The day after the signing of the Armistice, the ship again sailed from New York as part of the ocean escort for a troop-passenger-cargo convoy destined for Europe. She left the convoy at longitude 34 degrees West and returned to Norfolk to prepare for transport duty.

Virginia sailed from Norfolk 17 December 1918 on the first of five trans-Atlantic voyages to Brest, France, and return. When she arrived in Boston at the end of her final trooplift mission, 4 July 1919, she had returned 6,037 troops home from France. She remained in the Boston Navy Yard until decommissioned, 13 August 1920. Her name was struck from the Navy List 12 July 1922 and she was sunk in experimental bombing by Army aircraft 5 September 1923.

From: United States Battleships, The History of America's Greatest Fighting Fleet

USS *WASHINGTON* (BB-56)

Washington (BB-56) was built by the Philadelphia Navy Yard. Her keel was laid 14 June 1938 and she launched 1 June 1940 under the sponsorship of Miss Virginia Marshall of Spokane, Washington, a direct descendant of former Chief Justice Marshall. The ship was placed in commission 15 May 1941 when Captain Howard H. J. Benson, USN, assumed command.

After shakedown cruise and several months of underway training, was engaged in fleet operations and battle practice maneuvers along the east coast of the United States and in the Caribbean Sea.

Washington had a length overall of 729 feet; extreme beam, 108 feet; normal displacement, 35,000 tons; mean draft, 26 feet, 8 inches; designed speed, 21 knots, and a designed complement of 259 officers and 2,244 men. She was originally armed with nine 16-inch .45 caliber (triple) guns; twenty 5-inch .38 caliber (triple) guns; twenty 5-inch .38 caliber (twin D.P.) guns, plus 40mm and 20mm batteries.

Washington engaged in Fleet maneuvers and battle practice with units of the British Home Fleet at Scapa Flow until 26 April, when designation of Task Force 39 was changed to Task force 99 with *Washington* as flagship. On 28 April the task force got under way with the British Home Fleet to steam on reconnaissance for protection of convoys operating between the ports of Iceland and Murmansk, Russia.

On 3 June the fleet returned to Scapa Flow, and on 4 June Admiral Harold R. Stark, USN, Commander, U.S. Naval Forces in Europe, came aboard and established temporary administration in *Washington.* On the next day Admiral Stark left *Washington* and embarked in *Mayrant.*

Washington continued operations out of Scapa flow, in protection and reconnaissance of allied shipping lanes between Iceland and Murmansk, until 14 July. On the same day *Washington,* with an escort screen of four destroyers, departed for the United States, arriving at Gravesend Bay, Long Island, New York, 21 July. On 23 July she entered the Brooklyn Naval Shipyard for overhaul.

The battleship departed New York 23 August in company with three destroyers, and on 28 August completed transit of the Panama Canal. She arrived in Nukualofa Anchorage, Tongatabu, Tonga Island, 14 September. On this date Rear Admiral Willis A. Lee, Jr., USN, Commander, Battleship Division Six, transferred his flag to *Washington* and assumed command of Task Group 12.2. On 15 September the Task Group sailed to rendezvous with Task Force 17 (Commander, Task Force 17 in *Hornet*), steaming for Noumea, New Caledonia, to support the Solomon Islands Campaign. Until November, *Washington* and ships of her group provided escort for defense against possible surface attack to various task forces and units in their approach and retirement from the Solomon Islands, during which time troop reinforcements were landed on Guadalcanal. *Washington's* principal bases of operation then were Noumea, New Caledonia, and Espiritu Santo, New Hebrides Islands, from which she operated to the area of the Solomons.

On 11 November 1942 *Washington* departed Dumbea Bay, Noumea, New Caledonia, as part of Task Force 16 steaming for Guadalcanal. On 13 November Rear Admiral Lee, in *Washington,* formed Task Force 64 with battleship *South Dakota* and an escort screen of four destroyers. The formation detached itself from Task Force 16 and steamed north to the vicinity east of the Savo Islands to intercept an enemy transport force that had been reported approaching the Solomons.

On 14 November, *Washington* and her task group blocked a Japanese bombardment concentration, composed of battleship Kirishima, heavy cruisers *Atago* and *Takao,* light cruisers *Sendai* and *Nagara,* together with nine destroyers and four transports, as they approached Savo Island. These were later joined by two other destroyers. It was apparent that this enemy force planned to begin bombardment with the landing of troop reinforcements in Guadalcanal.

Washington commenced tracking cruiser *Sendai* and within an hour closed range. *Sendai* laid down a blanket of smoke and retired at high speed, pursued by salvos from *Washington,* now getting out of range. The Japanese force had split in three groups, between Savo and Guadalcanal, presenting a confusion of targets for Admiral Lee's force which was steaming in one concentrated formation.

The four destroyers of Admiral's Lee's Task Force were put out of action, leaving *Washington* and *South Dakota* without escort.

Washington scored at least nine hits on *Kirishima* and about 40 with her five-inch battery. Within seven minutes, *Kirishima* was out of the fight, her steering gear wrecked and her topside aflame. *Washington* was credited with sinking the Kirishima. *Washington* and *South Dakota* also obtained a few hits on cruisers *Atago* and *Takao. South Dakota,* however, took numerous hits topside and moved to retire, as *Washington* steamed north, drawing the enemy bombardment group away from *South Dakota.* The Japanese ships gave chase to *Washington* but were soon discouraged by the fire of her heavy guns; they withdrew toward their transports under cover of a smokescreen. Two trailing enemy destroyers launched torpedoes at *Washington,* but missed, due to skillful maneuvering by Captain Davis.

By the early morning of 15 November, *Washington* has steamed to one of the Russell Islands and later she joined *South Dakota* to head for Noumea, New Caledonia. *Washington* had escaped without any damage whatsoever during the engagement with the Japanese.

Washington continued as flagship of Task Force 64 and until April 1943 she gave protection to various carrier groups and task forces engaged in the Solomons campaign. Her principal operations during this period were with Task Force 11 and Task Force 16. On 27 April Captain Davis was relieved of command of *Washington* by Captain J. E. Maher, USN.

On 30 April 1943 *Washington* left Noumea on her way to Pearl

Harbor and was joined by the *Enterprise* carrier group on 2 May. The Task Group arrived at Pearl Harbor 8 May.

Now as a unit and flagship of Task Force 50 *Washington* conducted battle practice in Hawaiian waters until 28 May. she then entered the Navy Yard at Pearl Harbor for overhaul and, after further battle practice in the Hawaiian area, departed 27 July, joining a convoy to form Task Group 56.14. The battleship was detached from the convoy on 5 August and steamed for Havannah Harbor, Efate, New Hebrides, where she arrived 7 August. She remained there until late October, engaging primarily in battle practice and tactics with carrier task forces.

The battleship departed Havannah Harbor on 31 October 1943 and fleet maneuvers were conducted until 5 November when the carrier task group left the formation and *Washington,* with Task Group 53.2, steamed to Viti Levu, Fiji Islands.

On 11 November *Washington* sailed from Nandi, Fiji Islands, and on the 15th joined Task Group 50.1 under command of Rear Admiral C.A. Pownall, USN, in carrier *Yorktown.* This force steamed toward the Gilbert Islands, where *Washington* supported air attacks launched by the carriers and, with other fleet units, acted as an Interceptor Task Group to the north of the Gilbert Islands.

Aircraft of the Task Group attacked Mili Island and Jaluit Island, of the Marshall Group, on 19 November, this action contined through the following day when United States assault forces were landed on the islands of Tarawa and Makin in the Gilbert Islands. On the 22nd, planes again attacked Mili in successive waves. The Task Group then headed for operations north of Makin.

On 25 November rendezvous was made with other carrier groups that composed Task Force 50 and then reorganized. *Washington* was assigned to Task Group 50.4. The Task Group came under attack by enemy planes 27-28 November, all of which were repelled without damage to any U.S. ship.

As the Gilbert Islands campaign drew to a close, 6 December 1943, Task Group 50.8 was formed. This group first steamed south and then west of Ocean Island to take position for air and surface bombardment of the island of Nauru. Before dawn on 8 December, the air group was detached and it launched air strikes prior to the shore bombardment. The bombardment group then formed in column and heavy ships blasted Nauru with 135 rounds of 16-inch projectiles. On completion of this heavy barrage, secondary batteries of heavy ships began firing on assigned target areas, with two planes from each battleship spotting.

The USS Washington (BB-56)

The Task Group next steamed to Efate, where they arrived 12 December and on which date the task force designation was changed to Task Force 37.

On 25 December, *Washington* departed Havannah Harbor, to engage in battle practice, including experimental gun practice. The ships returned from this service 7 January 1944. On 18 January 1944 *Washington,* departed for Funafuti Atoll, Ellice Islands, and on 19 January this Task Group joined Task Group 37.2.

Task Group 37 sailed 23 January for rendezvous with other units of Fast Carrier Task Force 58 eventually forming as a unit of Task Group 58.1. On the morning of 29 January successive air strikes were made on Taroa Islands. These were followed by dawn air strikes the next day on Kwajalein Atoll by planes of the Task Force. Later the same day *Washington,* with *Massachusetts* and *Indiana,* left the formation and, screened by four destroyers, conducted bombardment of Kwajalein Atoll. Further air strikes by planes of the Task Force continued through 31 January.

On 1 February *Washington,* while maneuvering in total darkness, rammed *Indiana* as she cut across *Washington's* bow while dropping out of formation to fuel escorting destroyers. *Washington* knifed 20 feet into *Indiana's* starboard side, shearing off 200 feet of her plating. Sixty feet of *Washington's* forecastle were crumpled. Both ships put into Majuro Lagoon the next morning for temporary repairs. After reinforcement to her bow, *Washington* departed 11 February, steaming for Pearl Harbor, where a temporary bow was fitted. She then pushed on for permanent repairs at Puget Sound Naval Shipyard.

With more permanent repairs completed, *Washington* left Puget Sound, joining Battleship Division Four at Port Townsend, Washington.

The *Washington* then supported air strikes on enemy defenses on the islands of Saipan, Tinian, Guam, Rota and Pagan—all in the Marianas. Aircraft of the Task Force also twice attacked and damaged a Japanese convoy. On 13 June Admiral Lee's battleship and destroyer-task-group, including *Washington,* was detached from the Task Force and conducted bombardment of enemy installations on Saipan and Tinian. This action was cut off the next day when the group was relieved by two task groups of battleships, cruisers and destroyers under command of Rear Admiral J. B. Oldendorf and Rear Admiral W.L. Ainsworth. On the following day, while Admiral Mitscher's Task Force bombed installations on Iwo Jima, Volcano Islands, and Chichi Jima and Haha Jima in the Bonin Islands. Marines were landed on Saipan under cover of intensive naval gunfire and carrier based aircraft.

Following the U.S. defeat of the Japanese Mobile Fleet, under command of Admiral Jisaburo Ozawa, an operation which terminated 21 June 1944 when chase of the remaining enemy elements was abandoned. Admiral Mitscher's Task Force retired to cover the invasion forces in the Marianas. *Washington* then continued with Task Group 58.4 to the south and west of Saipan Island to support further air strikes on islands of the Marianas group, with main concentration on Guam. On 25 July aircraft of the Task Group made strikes on the Palau Islands and on enemy shipping in that vicinity, continuing scheduled strikes though 6 August. On the latter date *Washington,* together with *Iowa, Indiana, Alabama, Birmingham,* and a destroyer screen, left Task Group 58.4, forming Task Group 58.7 embarked in *Washington.*

The Task Group arrived at Eniwetok Atoll, Marshall Islands, 11 August 1944, to refuel and provision, and departed as a unit of Task Group 34.1, with Admiral Lee still in command in *Washington.* On 3 September units of Task Group 38.5 joined and the Task Force steamed through waters of the Admiralty Islands where, on 6 September, New Jersey (Commander, Third Fleet embarked), Hickox and Hunt joined the formation.

This task Group headed out to the area south of the Palau Islands in support of operations leading to the capture of Pelileu and Agaur, including support during carrier strikes on Okinawa, 10 October, and Visayas, 21 October. From 5 November 1944 to 17 February 1945

Washington, as a unit of the fast carrier striking force, supported raids on Okinawa Jima, Formosa, Luzon, Camranh Bay, Saigon, Hong Kong, Canton, Hainan, Nansei Shoto and Tokyo.

Washington conducted shore bombardment of Iwo Jima during 19-22 February in preparation for amphibious landings on that island, destroying gun positions, troop concentrations and other ground installation. From 23 February to 16 March she aided in operations coincident to the landings on Iwo Jima, including a carrier raid on Tokyo, 25 February. On 18, 19 and 29 March she participated in raids on Kyushi, and on 24 March and 19 April the ship bombarded Okinawa Jima in support of amphibious landings.

The battleship anchored at San Pedro Bay, Leyte, Philippine Islands, on 1 June and on the fifth of that month Captain F.X. McInerney, USN, relieved Captain Good as commanding officer. *Washington* sailed the next day, via Guam and Pearl Harbor, for overhaul in the Puget Sound Navy Shipyard, where she arrived 23 June.

After post-repair trial runs, the ship departed Puget Sound to conduct ten days of underway training at San Pedro, California. She then steamed for the Panama Canal, joining Task Group 11.6 on 6 October, with Vice President F.C. Sherman, USN, as Task Force Commander. Following transit of the Canal, *Washington* became a unit of Task force 62 and on 17 October she arrived at Philadelphia, where she participated in Navy Day ceremonies 27 October.

On 2 November 1945 *Washington* entered the Philadelphia Navy Yard for conversion to troop transport duty. Following the transfer of all but 84 officers and 835 men, and the addition of 145 new bunks, she sailed, 15 November, for Southampton, England, as part of the "Magic Carpet" fleet for the return of U.S. troops to the United States. The ship arrived at Southampton on 22 November and on the next day 105 Army officers and 1,479 enlisted men were embarked for transportation to New York.

Upon completion of her "Magic Carpet" assignment, *Washington* was placed out of commission in reserve, 27 June 1947, and assigned to the New York Group, U.S. Atlantic Reserve Fleet.

From: United States Battleships, The History of America's Greatest Fighting Fleet, Monitor Book Company

USS *WEST VIRGINIA* (BB-48)

The *West Virginia* is a flagship of Rear Admiral Ingram C. Sowell, USN, who commands Battleship Division Four. Admiral Sowell is a native of Lawrenceburg, TN.

Captain Raymond W. Holsinger, USN, has been commanding officer of the *West Virginia* since May 1945. Formerly director of the Production Division, Naval Bureau of Ordnance, Capt. Holsinger lives at Arlington, VA.

Executive officer of the *West Virginia* is Commander John E. Fitzgibbon, USN, who has had 16 years of sea duty in his 18 years in the Navy. Comdr. Fitzgibbon, who hails from Newark, OH, assumed the duties of executive officer shortly before the Okinawa campaign.

Newport News Shipbuilding Company hull No. 48 was commissioned by the "USS *West Virginia*" —Battleship No. 48 in the U.S. Navy—December 1, 1923.

Eighteen years and six days later that same hull lay on the bottom of Pearl Harbor, torn by six aerial torpedoes and two 500-pound bombs in the Sunday morning sneak attack on the Hawaiian naval base by Japanese carrier-based planes.

It took longer than a year to raise the battered dread-naught and ready her for the trip to a west coast navy yard to be rebuilt.

By summer of 1944 the *West Virginia* was prepared to return to the war—completely modernized and equipped to meet anything the enemy had to offer.

The *West Virginia* returned to the firing line with the U.S. Seventh Fleet in the invasion of the Philippines at Leyte late last October. Flying the same colors she had flown at Pearl Harbor—that fateful day in 1941—the veteran battleship poured tons of explosives on Japanese shore installations to help pave the way for American landings on the island.

It was at Leyte that the "WEEVEE" drew first blood in her campaign of vengeance. A Japanese "Kamikaze" plane attempted to breach the *West Virginia's* anti-aircraft defenses, but the ship's gunners soon sent the onrushing Nip to visit his ancestors. During operations in and around Leyte Gulf, the *West Virginia* assisted in the destruction of five more suicide planes.

Only a few days after the U.S. landing on Leyte, the task force of which the *West Virginia* was a part received word of the approach of the enemy fleet through the Mindanao Sea. To reach the newly-won beachhead and its hundreds of landing craft, transports, supply ships and tankers, the enemy force had to enter narrow Surigao Strait.

Waiting at the northern entrance to the strait was the bombardment and support force of the Seventh Fleet; and heading a battleline of six "old" battleships was the *West Virginia*. As the enemy approached within range the "Open Fire!" order was received, and the "WEEVEE" poured 93 one-ton armor-piercing projectiles into the enemy formation in less than 10 minutes.

When the battle was over the Japanese task force had been annihilated and the *West Virginia* had sunk an enemy battleship.

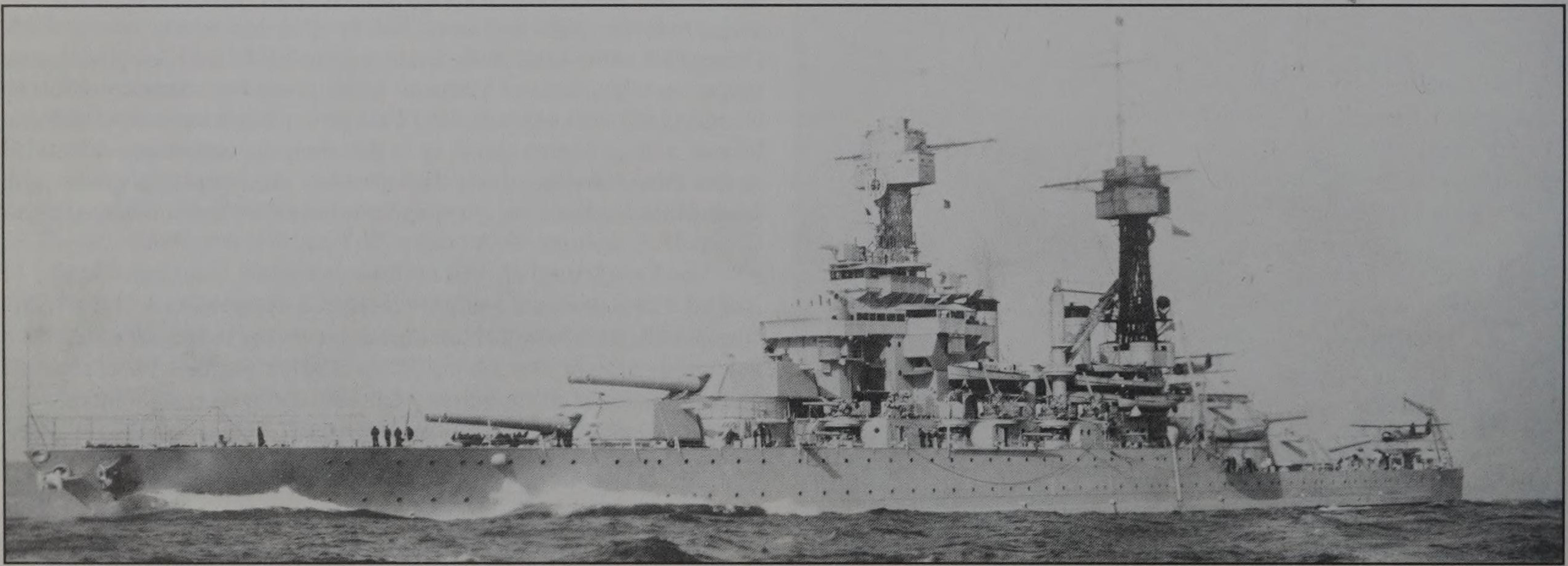
In December, after a brief respite in the New Hebrides, the *West Virginia* was chosen flagship of the carrier task force covering the Mindoro operation.

With two other battleships, a division of cruisers, six escort carriers and a dozen destroyers, the *West Virginia* entered the Sulu Sea in the Central Philippines to protect the beachhead forged by General MacArthur's forces at the southern end of Mindoro.

During the operation the ship weathered scores of air attacks, shooting down a Japanese bomber and fighter attempting to reach the carriers.

The *West Virginia* spent Christmas at one of the Navy's advance bases below the equator. The day after Christmas she departed for the rendezvous at sea with the task force scheduled to take part in the invasion of Luzon at Lingayen Gulf.

For nearly a week the Japanese air force pressed home attacks on the force as it approached the main Philippine island. And for three days



The USS West Virginia (BB-48)

preceding the invasion the *West Virginia* pounded shore installations in preparation for landing by the U.S. Sixth Army. On "L" day the Army went ashore, meeting negligible resistance in the bombarded area.

Again enemy air attacks were warded off, and the *West Virginia* and other warships remained in the area over a month to forestall any Japanese attempt to send the remainder of their fleet against the vital gulf area.

The "WEEVEE" reached her operating base in the morning; and less than 24 hours later, after loading provisions and supplies all night long and filling her tanks with fuel, she departed for Iwo Jima where the Marines were scheduled to land three days later. Her quick response and readiness for combat duty brought the *West Virginia* a "WELL DONE" from Fleet Admiral Chester W. Nimitz.

She remained on the scene at the tiny volcanic island until her ammunition supply was exhausted from supporting the Marines who were fighting their way inch-by-inch across the land just 650 miles south of Tokyo.

At Okinawa th*e West Virgini*a did more firing—both anti-aircraft and main battery—than in any previous occupation. Off this hotly-contested stepping stone to Japan she received her only damage as a result of enemy action.

A Japanese suicide plane penetrated the screen of anti-aircraft fire the night of the invasion and crashed into her port side, killing four men and wounding 23 others. Less than an hour after the *West Virginia* was hit the ship's commanding officer reported her "fully operational" to the task force commander.

During the Okinawa conquest and at le Shima, where Ernie Pyle met death, the "WEEVEE" fired nearly 1,300 rounds of 16-inch ammunition against enemy defenses on the islands.

The Japanese acceptance of Allied terms found the *West Virginia* lying at anchor in Okinawa's Buckner Bay, preparing to depart on a mission that would have taken her to the China coast.

Instead of heading west into battle, she proceeded northward to join Admiral William F. Halsey's Third Fleet, which was preparing to enter Sagami Bay just south of Tokyo as the advance occupation force.

The *West Virginia* was the first "old" battleship to enter Tokyo Bay. She steamed into the great harbor and anchored off the Japanese capital prior to V-J Day.

When the day of final surrender was at hand the "WEEVEE" was the only victim of the Pearl Harbor debacle present for the ceremonies.

Shortly after the Nip capitulation the *West Virginia* began her long return trek to the continental United States. She halted at Okinawa only long enough to take aboard several hundred Pacific war veterans going home to be discharged.

From the Ryukyus the "WEEVEE" journeyed to Pearl Harbor, and then to San Diego, where an enthusiastic crowd greeted her arrival.

During her year in combat, the *West Virginia* knocked down eight Japanese planes, and assisted in the destruction of a dozen more.

Her 16-inch guns fired nearly 3,000 rounds at the enemy, while 24,000 rounds were hurled against the Japanese by her secondary battery. In addition, nearly 40,000 small caliber projectiles were used in warding off enemy air attacks.

From Navy Day pamphlet, 27 October 1945, San Diego, California

USS *WISCONSIN* (BB-64)

The second *Wisconsin*(BB-64) was built by the Philadelphia Navy Yard. Her keel was laid 25 January 1941 and she launched 7 December 1943 under the sponsorship of Mrs. Walter Goodland, wife of the Governor of Wisconsin. The battleship commissioned at Philadelphia 16 April 1944, Captain Earl E. Stone in command.

Wisconsin(BB-64) had a length overall of 887 feet, 3 inches; extreme beam, 108 feet, 3 inches; normal displacement, 45,000 tons; mean draft, 28 feet, 11 inches; designed speed, 33 knots, and a designed complement of 117 officers and 1,804 men. She was originally armed with nine 16-inch .50 caliber guns; twenty 5-inch .38 caliber guns; forty-nine 20-mm. guns and twenty quadruple 40-mm. anti-aircraft mounts. The maximum thickness of her armor was 17 inches.

On 24 September she set course for the Pacific war zone. Transiting the Panama Canal, the ship reached Ulithi in the Caroline Islands 2 October.

The day before U. S. amphibious forces hit Mindoro, the fast Carrier Task Force of the Third Fleet, with *Wisconsin* acting as a support unit to the carriers, performed its mission of rendering Japanese facilities at Manila ineffective. Having secured complete tactical surprise and total mastery of the air, 14-16 December, carrier aircraft sank or destroyed 27 Japanese vessels, damaged 60 more, destroyed 269 planes, and bombed miscellaneous ground installations.

The battleship's next action was in the Luzon operation. By-passing the southern beaches, on which the enemy expected the landings to take place, U. S. forces went ashore at Lingayen Gulf, on the western coast of the island, the very spot the Japanese had chosen for their landings in 1941.

Once more supporting the Third Fleet carrier force, *Wisconsin* participated in the air strikes against Formosa, Luzon and Nansei Shoto, neutralizing Japanese forces there and covering U.S. operations at Lingayen Gulf. These strikes lasted from 3 January to 22 January 1945 and included a thrust into the South China Sea in the hope that major units of the enemy fleet could be encountered there.

Along with the Fifth Fleet carrier forces, *Wisconsin* moved to strike at Honshu. This attack on the enemy's chief island was intended to provide strategic cover for the invasion of Iwo Jima by reducing the Japanese Air Force and by wrecking the enemy's industrial plants.

On 16 February the task force, with *Wisconsin* still a supporting unit, approached the Japanese coast and again achieved tactical surprise. For two days the attacks were pressed home without letup. An enemy escort carrier was bombed until it capsized in flames; nine coastal vessels, a destroyer, two destroyer escorts and a cargo ship also went down. Hangars and other aircraft installations were destroyed. The Ota aircraft factory was damaged and two engine plants heavily bombed.

The task force retired to Iwo Jima on 17 February to give direct support to the landing operations. Tokyo was revisited on the 25th, and on the next day the island of Hachino was hit.

Wisconsins' task force stood out of Ulithi for Japan on 14 March. Its mission was to eliminate airborne resistance from the Japanese homeland to U.S. forces invading Okinawa. Enemy fleet units at Kobe and Kure, on southern Honshu, were also to be attacked. From a position 100 miles southwest of Kyushu, the southernmost home island, strikes were launched against its airfields on 18-19 March. During the morning of the 19th, U.S. aircraft carrier *Franklin* was hit and seriously damaged. That afternoon the task force retired southward, protecting the crippled *Franklin* and, in the process, shooting down 48 pursuing enemy planes.

On 24 March *Wisconsins'* 16-inch main battery went into action as all the battleships of the task force pounded the southeastern coast of Okinawa. The task force was then primarily concerned with protecting the American landing operations. The U.S. ground and supporting forces were fiercely attacked by the Japanese on 6 April, by U.S. carrier aircraft were instrumental in knocking down 248 enemy planes.

Unwisely, the Japanese dispatched a strong detachment of surface units, without air coverage, in an effort to destroy American off-shore shipping at Okinawa. This was met by the U.S. carrier task force, which had a "field day." The new and powerful battleship *Yamato* was sunk; the light cruiser *Yahagi*, together with four destroyers, were sent to the bottom. Two other enemy destroyers were set afire, leaving only three destroyers of the entire force that escaped.

On 11 April the suicide planes resumed their attacks, more fanatical than ever. Only drastic maneuvering and extremely accurate gunfire saved the ships of the force from serious consequences. The assault was repeated the next day, with the ships anchored off Okinawa. The score this time: 151 Japanese pilots, in effect, committed *hara-kiri*. In this, as in other actions, *Wisconsins'* splendid AA batteries performed outstanding service.

Southern Kyushu was hit in a surprise attack on 15 April 1945. On the next day the carrier force was back in an attempt to break up what appeared to be the development of a major enemy air attack. This time seventeen enemy planes were shot down and many destroyed on the ground. However, later in the day, the Japanese carried out a series of air attacks against U.S. forces in the Okinawa area.

Moving northward the next day, the task force struck Kyushu airfields on the 13th and 14th of May in further attempts to break up continued enemy air attacks.On the 15th the task force was attacked by 26 enemy planes; 25 were destroyed and the 26th crashed into carrier *Enterprise*.

Operations resumed on 8 June with a final assault on Kyushu where Japanese air strength was, by now, so depleted that only 29 of their planes could be located and destroyed. On the same day, one of *Wisconsins'* seaplanes landed in water and rescued the pilot of a downed plane from carrier *Shangri-La*.

During the three-month period in which the fast carriers and their escorts had operated in support of the Okinawa operations they had destroyed 2,336 enemy planes and inflicted telling damage on shore installations in Japan proper and in the Nansei Shoto, all of which paralyzed enemy attempts to oppose U.S. landing forces on Okinawa. On 13 June the task force dropped anchor in Leyte Gulf for a period of repair and replenishment.

After three weeks in Leyte Gulf, Admiral Halsey's Third Fleet fast carrier forces, now the greatest mass of sea power ever assembled, steamed northward to wage a tremendous pre-invasion campaign of destruction against any Japanese facility which could be used for prolonging the war.

On 10 July 1945 many enemy planes were destroyed on the ground and extensive damage was heaped on industrial installations in the Tokyo area. No attempt was made to conceal the location of the U.S. fleet. On the 15th, *Wisconsin* participated in the bombardment of Muroran, Hokkaido, her great 16-inch shells wrecking steel mills and oil factories in the city. On the 17th, the ship blasted the Hitschi Miro area off the Honshu coast, northeast of Tokyo. In this bombardment British battleships joined those of the U.S. fleet, all units shelling the Japanese homeland at will without opposition.

The Yokosuka Naval Base in Tokyo Bay received the carrier planes' attention on the next day and one of two remaining Japanese battleships, *Nagato*, was put out of action. On 24 and 25 July the Inland Sea area, between the main islands of Honshu, Kyushu and Shikoku, was visited, with special attention directed to the Kure Naval Base in an attempt to put an end to Japanese sea power.

Back again on the 28th, merchant shipping and railroad facilities were worked over. Tokyo was struck again two days later.

The task force attacked on Northern Honshu 9-10 August. Admiral Halsey's final blow was delivered against Tokyo on 13 August when U.S. planes shot down 31 enemy planes and destroyed 46 on the ground. The "cease fire" order of 15 August came too late to stop the first flight on that day; this cost the Japanese 40 more planes.

As part of the occupation force, *Wisconsin* dropped anchor in Tokyo Bay 5 September 1945. She had been continuously at sea, on the "front line," for periods of months at a time and, since her commissioning, had steamed a total of 105,831 miles. She was credited with shooting down three enemy planes and assists on four others. She had refueled 250 destroyers at sea and had participated in every Pacific naval operation since she joined the fleet in December 1944.

Wisconsin embarked home-going GI's at Okinawa 22 September 1945 and departed on the following day on the long cross-Pacific voyage. After a 5-day pause at Pearl Harbor (4-9 October), the ship reached San Francisco on 15 October.

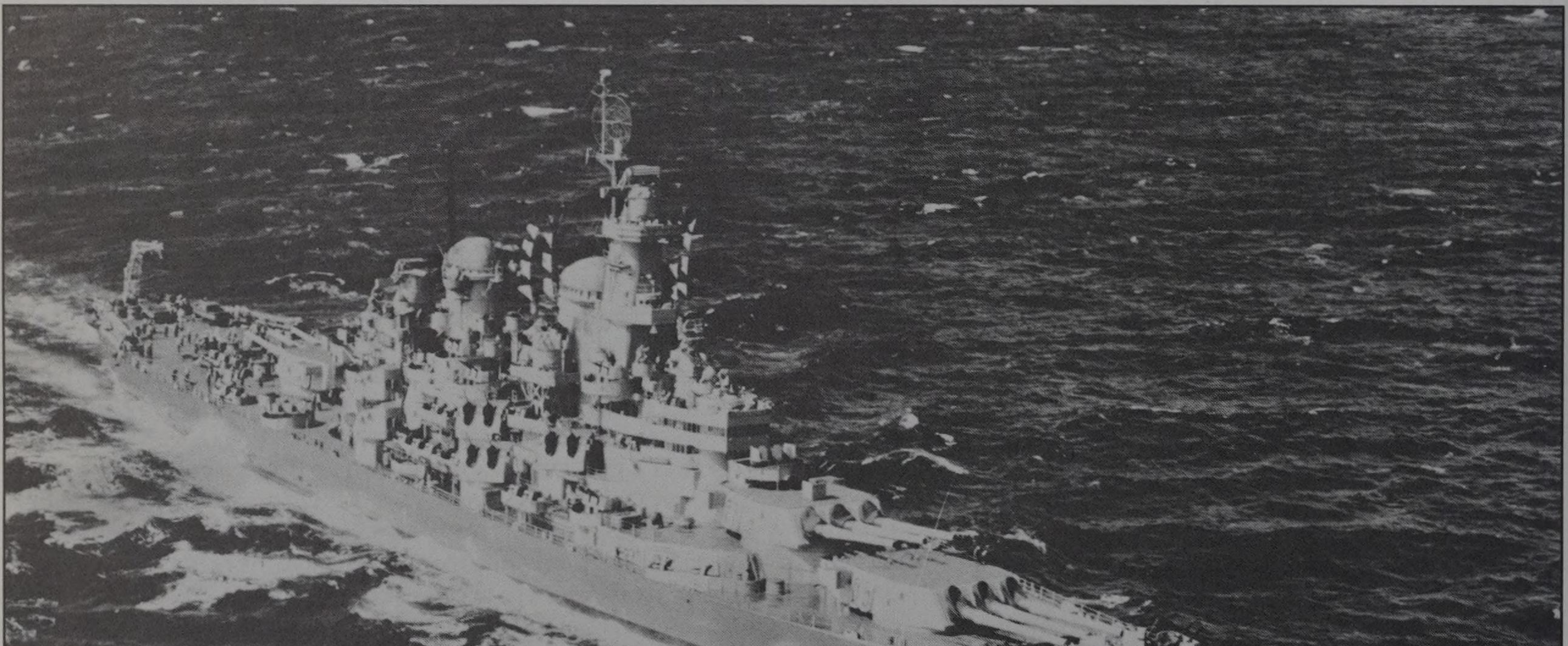
Passing through the Panama Canal, 11-13 January, *Wisconsin* arrived in Hampton Roads on the 18th. Following a cruise to Guantanamo Bay in February and early March, the veteran warship returned to Norfolk for a yard overhaul which consumed the summer months. Then, repairs completed, *Wisconsin* put to sea 16 October and sailed south to Panama. The ship returned to Norfolk on 2 December 1946.

The year 1947 was mainly devoted to U.S. Naval Reserve training cruises, each of two-week duration. These cruises began at Bayonne, New Jersey, from where the battleship steamed south with escort to the Canal Zone. Here her crew received two days of liberty. The ship then proceeded to Guantanamo Bay, and a day of gunnery training before returning to Bayonne.

On 11 March Captain John M. Higgins, USN, relieved Captain Green of command. During June and July *Wisconsin* sailed on a midshipmen training cruise to northern European waters, returning in July. In January 1948 the ship reported to the Atlantic Reserve Fleet at Norfolk for inactivation and was placed out of commission in reserve on 1 July, being assigned to the Norfolk Group, U.S. Atlantic Reserve Fleet.

Wisconsin was recommissioned 3 March 1951. After shakedown training, she made two midshipmen training cruises during the summer months, visiting Edinburg, Scotland; Lisbon, Portugal; Halifax, Nova Scotia, New York City and Guantanamo Bay.

On 25 October *Wisconsin* departed Norfolk for her first tour of the Korean War, completing transit of the Panama Canal 29 October and arriving at Yokosuka, Japan, on 21 November. She relieved battleship *New Jersey* to become flagship of Vice Admiral H.M. Martin, Commander, Seventh Fleet.



The USS Wisconsin (BB-64)

As a unit of Fast Carrier Task Force 77, *Wisconsin* steamed from Yokosuka 26 November for Korean operations. The ship left the task force on 2 December, screened by destroyer *Wiltsie*, to provide naval gunfire support that day and during the night to the 1st ROK Corps in the Kasong-Kosong area. On the following day she disembarked Admiral Denebrink at Kangnung and then resumed station at the Korean bombline to give gunfire support to the 1st Marine Division, an action which resulted in the destruction of one enemy tank, two gun emplacements and one building. Through 6 December, *Wisconsin* supported the 1st Marine Division and the 1st ROK Corps, pounding such targets as enemy bunkers, artillery positions and troop concentrations. On one occasion, when night illumination fire was required for the 1st ROK Corps, three starshells from *Wisconsin* lighted an enemy attack, which was then repulsed by the use of hand grenades with considerable enemy casualties. During 6 December she was relieved at the Korean bombline by cruiser *Saint Paul*, and the battleship then rejoined her carrier task force.

Wisconsin resumed gunfire support to troops at the bombline in the Kasong-Kosong area on 11 December 1951, screened by destroyer *Twining*. Through 14 December she gave gunfire support to United Nations troops, primary targets being enemy troops in bunkers, trenches and command posts as well as artillery positions. The ship departed the bombline on the 14th to conduct a special gunfire mission in the Kojo area, including coastal targets, returning the same day to resume support of the troops. On 16 December she steamed to Sasebo, Japan, for rearming.

The battleship was back at the Korean bombline. On the 19th, word received from the 11th ROK Division that the ship's illumination fire during the previous night had enabled a Japanese attack to be repulsed with heavy enemy casualties. She left the bombline the same day and, upon rejoining the carrier task force.

On 20 December *Wisconsin* commenced participation in a coordinated air-surface bombardment of Wonsan to engage in neutralization and destruction fire on pre-selected targets. She shifted bombardment station to the western end of the Wonsan inner swept channel during the afternoon to more effectively reach areas where ships were previously reported seen by photo reconnaissance. This move was a matter of high precedence in order to forestall any enemy plan for amphibious assault on the friendly islands in the Wonsan area. The ship next made a sweep to the north, firing her 5-inch guns on suspected ship concentrations; she then broke off this operations to give gunfire support to United Nations troops at the Korean bombline, an action which lasted until 22 December.

Wisconsin returned once again to the Korean bombline, 11 January 1952, to give gunfire support to the 1st Marine Division and to the 1st ROK Corps, primary targets being enemy command posts, personnel shelters, bunkers, troop concentrations and mortar positions. On 14 January she conducted an emergency gunfire mission on enemy troops in the open for the 1st ROK Corps. She returned to rearm at Sasebo, Japan, on the 17th before rejoining the carrier task force the following day. She resumed gunfire support at the bombline on 23 January, then left, on 26 January, for a coordinated gun and small air strike at Kojo, Korea. Later, the same day, the ship was back at the bombline, destroying the communications center and command post of the 15th North Korean Division during call fire missions for the 1st Marines. On 30 January she arrived off Wonsan for bombardment and attacked enemy gun emplacements of Hodo Pando. After further replenishment at Sasebo, the battleship rejoined the carrier task force, 2 February.

On 3 February *Wisconsin* was once more over Hodo Pando and Kojo with her gun strikes, destroying railway buildings and marshalling yards, and the next day she was back with the carrier task force. She returned to Yokosuka 8 February, remaining until the 19th when she steamed to resume gunfire support at the bombline in the area of Kosong. Here she destroyed railway bridges and bombarded the shipyard. She also conducted call fire missions for United Nations troops on enemy shelters, making numerous cuts in enemy trench lines.

Wisconsin arrived at Pusan 25 February. The ship departed Pusan the next day, arrived at Yokosuka 2 March, then steamed for Sasebo where she remained from 9 to 10 March.

On 15 March *Wisconsin* concentrated her fire on railway targets off Songjin, Korea; in the early morning she trapped an enemy troop train outside a demolished tunnel, and destroyed it. That afternoon, the battleship received the first direct hit in her war history when one of four 155-mm. shells fired by enemy shore batteries struck her deck just outside the gun shield of her starboard 40-mm. gun mount. This caused little damage but injured three crewmen. The ship silenced the enemy batteries with two direct hits from her 16-inch guns and then continued her mission. She returned to the bombline on the following day to resume gunfire support to the 1st Marine Division. This action ended on the 19th when she returned to Japan.

After being relieved by battleship *Iowa* as flagship of the Seventh Fleet, 1 April 1952, *Wisconsin* departed Yokosuka for the United States. *Wisconsin* resumed her homeward voyage, via Pearl Harbor, and arrived at Long Beach, California, 19 April. From there she steamed to Norfolk.

Wisconsin left Norfolk on 9 June for a midshipmen training cruise which included visits to Greenock (Scotland), Brest (France) and Guantanamo Bay. She returned to Norfolk and on 25 August departed to participate in the North Atlantic Treaty Organization exercise, Operation "Mainbrace," which started in Greenock and extended to Oslo, Norway. Following this mission, the ship sailed back to Norfolk, where, on 24 September, Captain R. J. Foley, USN, relieved Captain Bruton of command. The ship then entered the Naval shipyard for overhaul.

Wisconsin engaged in local operations until 11 February 1953 when she sailed for refresher training in the Caribbean Sea, basing at Guantanamo Bay. On 3 May she departed for Newport, Rhode Island, for a two-week indoctrination and training period. The ship returned to Norfolk late in May and on 4 June steamed for Annapolis, Maryland, to embark midshipmen on a southern training cruise to Rio de Janeiro, Port-of-Spain and Guantanamo Bay. She returned to the Norfolk Naval Shipyard on 4 August to undergo a minor overhaul.

Wisconsin departed Norfolk, sailing to the Far East where, on 12 October, she relieved battleship *New Jersey* as flagship of the Seventh Fleet. While at Yokosuka, 1 April 1954, she was relieved of duty in the Far east and on the same day she left for the United States. The ship arrived at Long Beach 13 April. Two days later she was en route once more to Norfolk where, on 4 May, she entered the Naval Shipyard for minor overhaul.

On 11 June Captain G. Serpell Patrick, USN, relieved Captain Flaherty of command and on 12 July *Wisconsin* was on her way for another midshipmen training cruise to familiar Greenock, Brest and Guantanamo Bay. Upon her return she again entered the Norfolk Naval Shipyard for repairs. She departed shortly thereafter to participate in Atlantic Fleet exercises as flagship for Commander, Second Fleet. In January 1955 the battleship sailed from Norfolk for Guantanamo Bay, where she took part in Operation "Springboard." In February she returned to Norfolk for local operations and then embarked on another midshipmen cruise. After returning from this cruise, 3 September, Captain Frederick S. Keeler, USN, relieved Captain Patrick of command. *Wisconsin* then steamed to the New York Naval Shipyard for major overhaul. Upon completion of overhaul, *Wisconsin* steamed for refresher training at Guantanamo Bay, which began 23 January 1956 and combined further participation in Operation "Springboard."

From 31 March through 5 May *Wisconsin* held operations in the immediate vicinity of Norfolk. On the latter date she took part in the Joint Civilian Orientation Cruise off the coast of Virginia. On the following day *Wisconsin* collided with destroyer *Eaton* in a heavy fog which caused extensive damage to the battleship's bow. One week later she entered drydock at the Norfolk Naval Shipyard. To expedite repairs so that she could participate as scheduled in a midshipmen cruise, a 120-ton, 68-foot-long section of the bow of the uncompleted battleship *Kentucky* was transported by barge in one section from Newport News. Sixteen days later, on 28 June the ship was ready for sea.

Wisconsin embarked 700 Naval Reserve Officer Training Corps midshipmen and on 9 July departed Norfolk. She arrived at Barcelona, Spain, on 20 July. Her next port-of-call was Greenock, Scotland, where she put in on 3 August. Ten days later she sailed for Guantanamo Bay, arriving 24 August. She was back again in Norfolk on the 31st.

Beginning 23 October, the battleship participated in fleet type exercises off the coast of the Carolinas and on 8 November she returned to Norfolk. She entered the Naval Shipyard on the 15th for major repairs which were completed on 2 January 1957.

Following shore bombardment practice and other exercises off the

Isle of Culebra from 2 to 4 February, the ship steamed for Norfolk, arriving on the 7th. She then resumed operations in the local area. On 27 March she departed for duty with the Sixth Fleet in the Mediterranean, touching at Gibraltar on 5 April before proceeding, on the same day, for a rendezvous with Task Force 60 in the Aegean Sea on 9 April. *Wisconsin* joined the Task Force which then steamed on the Xeros Bay, Turkey, arriving two days later to participate in the North Atlantic Treaty Organization operation "Red Pivot."

Wisconsin left Xeros Bay 14 April and arrived at Naples, Italy, 18 April. A week later she sailed to conduct exercises in the eastern Mediterranean and it was during this duty, on 1 May, that she assisted in the recovery of a pilot and an airman from carrier *Forrestal*. The ship entered Valencia, Spain, on 10 May, where, on the 13th, she was visited by eminent civilian and military officials of the city.

On 3 September 1957 *Wisconsin* departed Norfolk to take part in North Atlantic Treaty Organization training exercises which began after her arrival at Clyde, Scotland, on 14 September. She came into Brest, France, on the 30th, and stayed until 12 October when she sailed for Norfolk.

Wisconsin steamed from Norfolk on 4 November for New York City, on what was to be her last cruise. The ship arrived at New York 6 November, disembarked her guests and left two days later for Bayonne, New Jersey, for pre-inactivation overhaul.

On 8 March 1958 *Wisconsin* was placed out of commission and joined the "Mothball Fleet" at Bayonne, leaving the U.S. Navy without a battleship on the seas for the first time since 1895.

The USS *Wisconsin* was recommissioned in 1988 and as of this printing is serving in Operation Desert Shield in Saudi Arabia.

USS *WYOMING* (BB-32)

Wyoming (BB-32) was built by William Cramp and Sons in Philadelphia, PA. Her keel was laid 9 February 1910 and she launched 25 May 1911 under the sponsorship of Miss Dorothy Eunice Knight, daughter of Chief Justice Jesse Knight of Wyoming and god-daughter of Wyoming Governor Joseph M. Carey. The battleship was placed in commission in the Philadelphia Navy Yard 25 September 1912 with Captain Frederick L. Chapin, USN, in command.

Wyoming had a length overall of 562 feet; extreme beam, 93 feet, 3 inches; normal displacement, 26,000 tons; mean draft, 28 feet, 6 inches; designed speed, 20.5 knots, and a designed complement of 58 officers and 1,005 men. She was originally armed with 12, 12-inch .50 caliber guns; 21, 5-inch .51 caliber guns and two 21-inch submerged torpedo tubes. The maximum thickness of her armor was 12 inches. (*Wyoming* and *Arkansas* (BB-33) were the first United States battleships to carry 12 heavy guns in their main batteries.)

Departing Philadelphia 6 October 1912 to complete fitting out in the New York Navy Yard, *Wyoming* entered Hampton Roads, Virginia, 30 December to commence service as flagship of the U.S. Atlantic Fleet. She sailed 6 January 1913 to visit the newly-completed Panama Canal, then conducted winter fleet maneuvers off Cuba before returning to Chesapeake Bay 4 March. Gunnery practice off the Virginia Capes was followed by alterations in the New York Navy Yard and tactics out of Newport, Rhode Island.

The battleship returned to New York from the Mediterranean 15 December and was on her way again 6 January 1914 for winter maneuvers out of Guantanamo Bay. On 19 March she was at Norfolk and then engaged in tactics up the seaboard as far as New York.

After embarking a draft of men at Norfolk 13 May, *Wyoming* got under way to support the U.S. occupation of Vera Cruz, Mexico, a duty which lasted until 7 September. She was overhauled in the New York Navy Yard 6 October 1914-17 January 1915, and left the Virginia Capes astern 21 January for winter/spring battle practice in the Caribbean Sea out of Guantanamo Bay. She returned to Hampton Roads 7 April, carrying out fleet tactics and war games to the New England coast until 15 October. Following further overhaul in the New York Navy Yard, the ship sailed 6 January 1916 for fleet maneuvers off Haiti and Cuba. She was once again in New York 14 April, remaining in the Yard there until 26 June when she left to conduct maneuvers out of Newport to the Virginia Capes. She sailed back to New York 9 January 1917 for winter/spring exercises out of Guantanamo Bay. *Wyoming* put into Hampton Roads 27 March and was off Yorktown, VA, 6 April, 1917, when the United States entered World War I. Until 13 November she served as an engineering training ship in the reaches of Chesapeake Bay and off New York.

Wyoming carried out tactical exercises and battle problems with the British Grand Fleet until 6 February 1918 when she got under way from Scapa Flow with the Sixth Battle squadron and eight British destroyers to guard a convoy to Stavenger, Norway. Two days later she was dodging German submarine torpedo wakes off the latter port. The convoy was brought safely into Scapa Flow on 10 February.

In the following months the battleship continued to patrol approaches to the British Isles as a shield against the menace of the powerful German High Seas Fleet. During 30 June - 2 July she operated with the Sixth Battle squadron and a division of British destroyers as escort for the United States mine warfare ships laying the Northern Sea Mine Barrage. On 30 June destroyers dropped depth charges to drive German submarines from the track of the battleships.

The opportunity for American battleships to engage the German High Seas Fleet never came. At war's end, at a rendezvous some 40 miles east of May Island on 21 November 1918, the German fleet was met by the Grand Fleet for escort to internment to the Firth of Forth. *Wyoming* and her sister ships of Battleship Division Nine (*Arkansas, Florida, New York* and *Texas*) joined in the internment escort.

The battleship departed Portland, England, 12 December, and on the following day she rendezvoused with transport *George Washington*. She then put out to sea to join other American battleships in New York City. The ships arrived at that port 25 December, and *Wyoming* became flagship of Battleship Division Seven, Third Squadron, 13 January 1919, when she hoisted the flag of Rear Admiral Robert E. Coontz.

Wyoming departed New York 1 February for fleet battle practice off Cuba and returned to New York 14 April. She stood out to sea again 3 May on assignment to perform meteorological service for the Transatlantic Flight of Navy Seaplane Division One. The Division took off from Trepassey Bay, Newfoundland, on 16 May to be guided on its 1,380-mile flight to the Azores by a bridge of Navy ships pouring smoke from their funnels in daylight and firing starshells, and turning on searchlights, during the night.

The battleship returned to Hampton Roads 31 May. After cruising with Naval Academy midshipmen in the Chesapeake Bay/Virginia Capes area, she entered the Norfolk Navy Yard, 1 July to prepare for service in the Pacific. On that day *Wyoming* became a unit of the newly-designated Pacific Fleet and was assigned to Battleship Division Six, Fourth Squadron. Flagship of the new fleet was battleship *New Mexico*.

The Pacific Fleet got under way on the morning of 19 July, en route to the coast of California. In the van was *New Mexico*, followed by *Mississippi, Wyoming, New York* and *Texas*. Crossing the Panama Canal, the fleet reached San Diego 6 August.

Following overhaul in the Puget Sound Navy Yard, Bremerton, WA, from 15 September 1919 to 19 April 1920, the battleship returned to San Pedro on 4 May 1920. She conducted battle practice along the California coast until 31 August when she steamed for exercises and fleet problems with Squadron Four in Hawaiian waters. The ship sailed into San Diego 3 October.

Tactics along the western seaboard north to Seattle continued until 5 January 1921 when *Wyoming* sailed from San Francisco for attack drills, exercises and maneuvers with the combined Atlantic and Pacific Fleets in an area reaching from Panama Bay to Valparaiso, Chile. After the fleet review by the President of Chile, 3 February, *Wyoming* again set course north for Panama Bay, then to San Pedro, where she arrived 18 March. She completed voyage repairs in the Puget Sound Navy Yard and reached Balboa, Panama, 2 August. Here she embarked Rear Admiral Rodman, and members of the Commission to Pery, for transport to New York City, arriving there 19 August 1921.

Wyoming participated in Atlantic Fleet exercises ranging from the New England Coast to the Virginia Capes. On 3 October she became flagship of Vice Admiral John P. McDonald, Commander, Battleship Force, and she departed New York 3 January 1922 for winter-spring maneuvers in the Caribbean Sea. The ship returned north to New York 28 April to resume tactics along the northeastern seaboard out of Newport, New York and Norfolk.

The battleship overhauled in the New York Navy Yard 26 April - 2 October 1923, then departed New York 2 January 1924 for winter-spring maneuvers in the Caribbean Sea.

Wyoming steamed from New York 26 January 1925 for battle practice out of Guantanamo Bay. She went through the Panama Canal 14 February to join the Battle Fleet along the coast of California where she remained until 15 April. She then sailed for fleet problems and maneuvers in Hawaiian waters until 10 June. After a brief visit to San Diego 18-22 June, she returned to New York 17 July for operations along the New England seaboard; this was followed by a cruise to Cuba and Haiti and an overhaul in New York 23 November 1925-16 January 1926. During her yard period, on 2 January 1926, Commander William F. Halsey, Jr., reported on board for duty as her executive officer. (The future Fleet Admiral continued to serve in *Wyoming* until 4 January 1927 when he transferred to *Reina Mercedes*.)

After spending the winter-spring months in fleet battle practice in the Caribbean Sea, *Wyoming* came off Annapolis 29 May - 5 June 1926 to embark midshipmen for a summer practice cruise out of Newport, Marblehead and Portland, then went south to Charleston, South Carolina, and to Cuban Waters. She returned her midshipmen to Annapolis 27 August before entering the Philadelphia Navy Yard for modernization overhaul.

Wyoming was converted from a coal burner to an oil burner during her modernization overhaul. She also received new cruising turbines, blister compartments for added protection against torpedo attacks, and other alterations. Her overhaul was completed on 2 November 1927 when she departed Philadelphia for a brief stay at Norfolk before beginning a shakedown training cruise to Cuba and the Virgin Islands. The ship returned to Philadelphia 7 December and became flagship of the Scouting Fleet on 9 December when she hoisted the flag of Vice Admiral Robertson.

In the following two years, *Wyoming* sailed out of Norfolk, New York and Boston, making training cruises for the Naval Reserve Officer's Training Corps Units from Yale, Harvard, Georgia Tech and Northwestern Universities. This duty took her into the gulf of Mexico and the Caribbean and north as far as Halifax, Nova Scotia. A few training voyages were also made to the Azores.

On 1 January 1931, following a training cruise to New Orleans, the battleship was placed in reduced commission at the Philadelphia Navy Yard to prepare for demilitarization and conversion to a training ship in accordance with the terms of the London Naval Treaty. This work involved the removal of guns and machinery from three of her six turrets, the blisters, the side armor, and the conning tower. Her Number One boiler was also rendered unfit for use in order to reduce the speed.

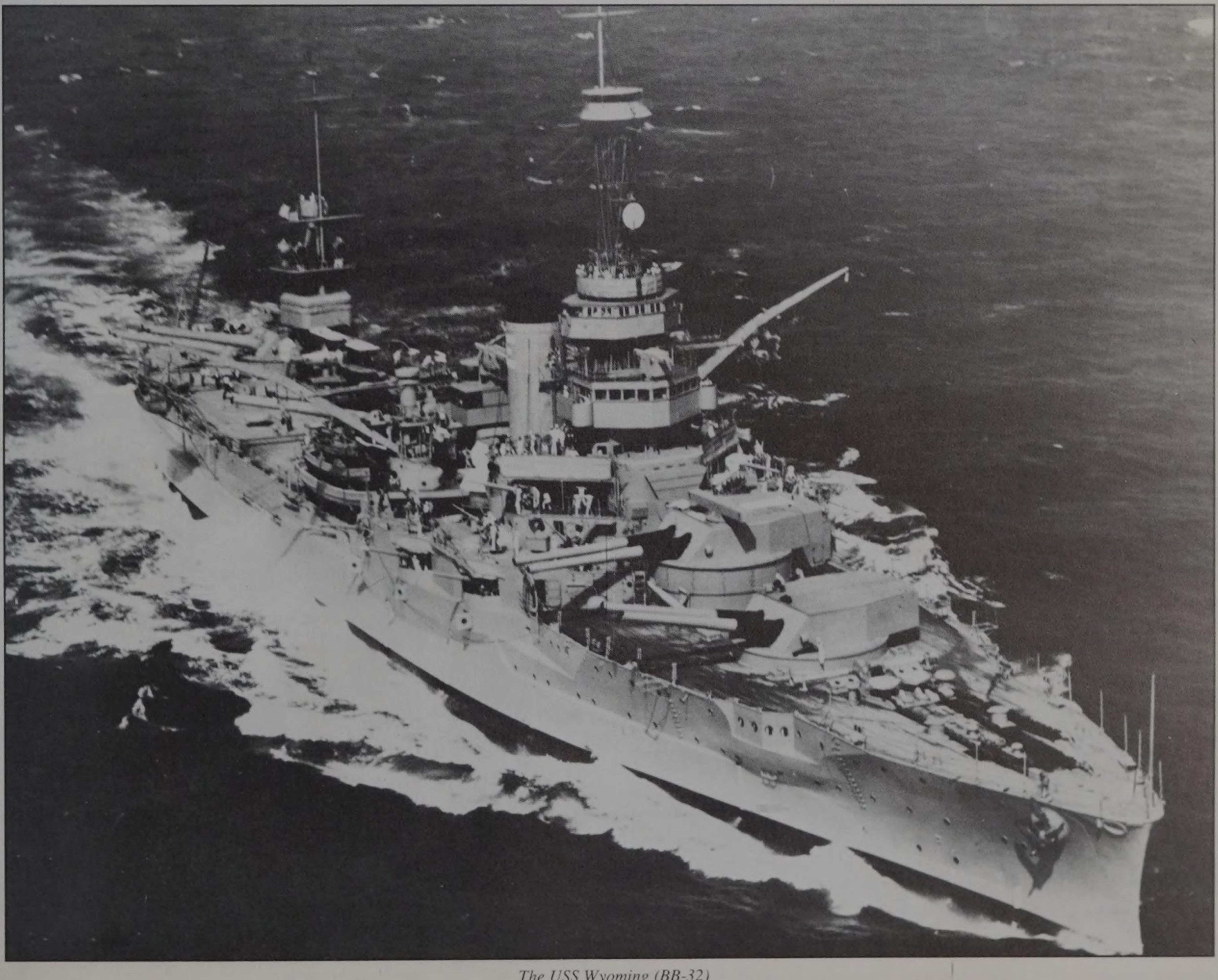
Wyoming came off Annapolis 29 May 1931 to embark Naval Academy midshipmen for a summer practice cruise to Europe.

A new phase in *Wyoming's* career began 18 January 1935 when she embarked men of the Second Battalion, 4th Marine Regiment, at Norfolk for winter/spring landing assault practice off Puerto Rico and the Panama Canal. Almost every year thereafter she carried out a similar schedule with the Fleet Marine Force and Army assault units. (Out of training such as this came the successful and brilliant amphibious victories of World War II and the Korean War.)

Departing Norfolk 5 January 1937, *Wyoming* sailed through the Panama Canal for San Diego. In the following weeks she carried out assault landing exercises and gunnery drills off San Clemente Island on the coast of California.

Wyoming completed her schedule of exercises and war games off the coast of California by 3 March when she stood out of Los Angeles Harbor for return to Norfolk. *Wyoming's* midshipmen made a tour to Berlin before she put to sea 29 June for calls at Funchal, Maderia, and Tor Bay, England.

The training ship paused briefly at Norfolk 3 August for local



The USS Wyoming (BB-32)

exercises before going on to debark her midshipmen at Annapolis 26 August. A reserve training cruise from Boston to the Virgin Islands, and a Merchant Marine Reserve training cruise from New York to Cuba, were followed by overhaul in the Norfolk Navy Yard 16 October 1937-14-January 1938. She then sailed with units of the Fleet Marine Force for gunnery and amphibious warfare practice off Puerto Rico. The ship returned north to Norfolk 14 March and sailed from Annapolis 4 June on another midshipmen summer practice cruise. She steamed back to Norfolk, 7 August, and debarked her midshipmen at Annapolis on 24 August.

The ship left Norfolk 11 January for winter-spring training off Cuba and Puerto Rico, then ranged from the Virginia Capes north to the New England coast, and south to New River Inlet, North Carolina. *Wyoming* began preparations that would launch her on a new career as a gunnery training ship. She departed Norfolk 25 November for gunnery rehearsal runs with her 5-inch, .37 caliber battery, when the Japanese made their raid on Pearl Harbor, 7 December 1941. She returned to Norfolk 28 January 1942.

Wyoming passed into lower Chesapeake Bay February 1942 to begin a countless series of gunnery training drills in that area which lasted throughout World War II. So familiar was her appearance there that she earned the affectionate title of "Chesapeake Raider." Assigned to the Operational Training Command, U. S. Atlantic Fleet, she instructed thousands of naval gunners in the 5-inch, .38 caliber guns; 3-inch, .50 caliber guns; 40-mm. and 20-mm. guns; 1.1 inch guns and .50 caliber anti-aircraft guns.

Added training capacity was given the famed training ship during overhaul at Norfolk 12 January - 3 April 1944. During this Yard period her 12-inch gun turrets and associated equipment were removed from barbattes numbers 1, 2 and 6 and replaced with 5-inch, .38 caliber twin mounts and handling rooms. Various newer types of radars were installed in fire control equipment and radical changes were made in the fire control set-up, along with preliminary alterations to accommodate new directors not yet in production.

On 19 April 1944 large groups of gunnery school students boarded *Wyoming* to resume classes which had been conducted elsewhere, or suspended, during the ship's overhaul. She again entered lower Chesapeake Bay to resume her fabulous career as an anti-aircraft gunnery school. In the month of November 1944, she trained 133 officers and 1,329 men. During that month she fired 3,033 5-inch, .38 caliber shells; 849 3-inch, .50 caliber shells; 10,076 40-mm.; 32,231 20-mm.; 66,270 .30 caliber shells and 360 1.1-inch ammunition. She also claimed the distinction of having fired more ammunition in training than any other ship of the fleet in combat during World War II. The ship trained an estimated total of 35,000 anti-aircraft gunners, firing nearly two million rounds of ammunition through seven different kinds of guns. All this was accomplished without a single casualty to personnel.

Wyoming terminated her career as the "Chesapeake Raider" 30 June 1945 when she departed Norfolk for alterations in the New York Naval Shipyard. She left the Yard 13 July and entered Casco Bay, Maine, reporting for duty to Vice Admiral Willis A. Lee, Jr., Commander, Task Force 69. Her first exercise was in experimental gunnery practice at towed sleeves, drone aircraft, and radio-controlled targets. She was the largest operating unit of the force, which was assembled to study methods and tactics for effectively dealing with the Japanese Kamikaze (suicide) aerial attacks—a menace of major proportion to the fleet in the Pacific War.

On 31 August Task Force 69 was redesignated Operational Development Force, U.S. Fleet. Upon the death of Admiral Lee, the command passed to Rear Admiral R. P. Briscoe. The scope of the work soon was broadened to cover all the operational testing of new devices and methods of fire control, and similar types of action. The operational base was shifted to Norfolk on 2 November, *Wyoming* remaining the backbone of the force in gunnery training and experimental development.

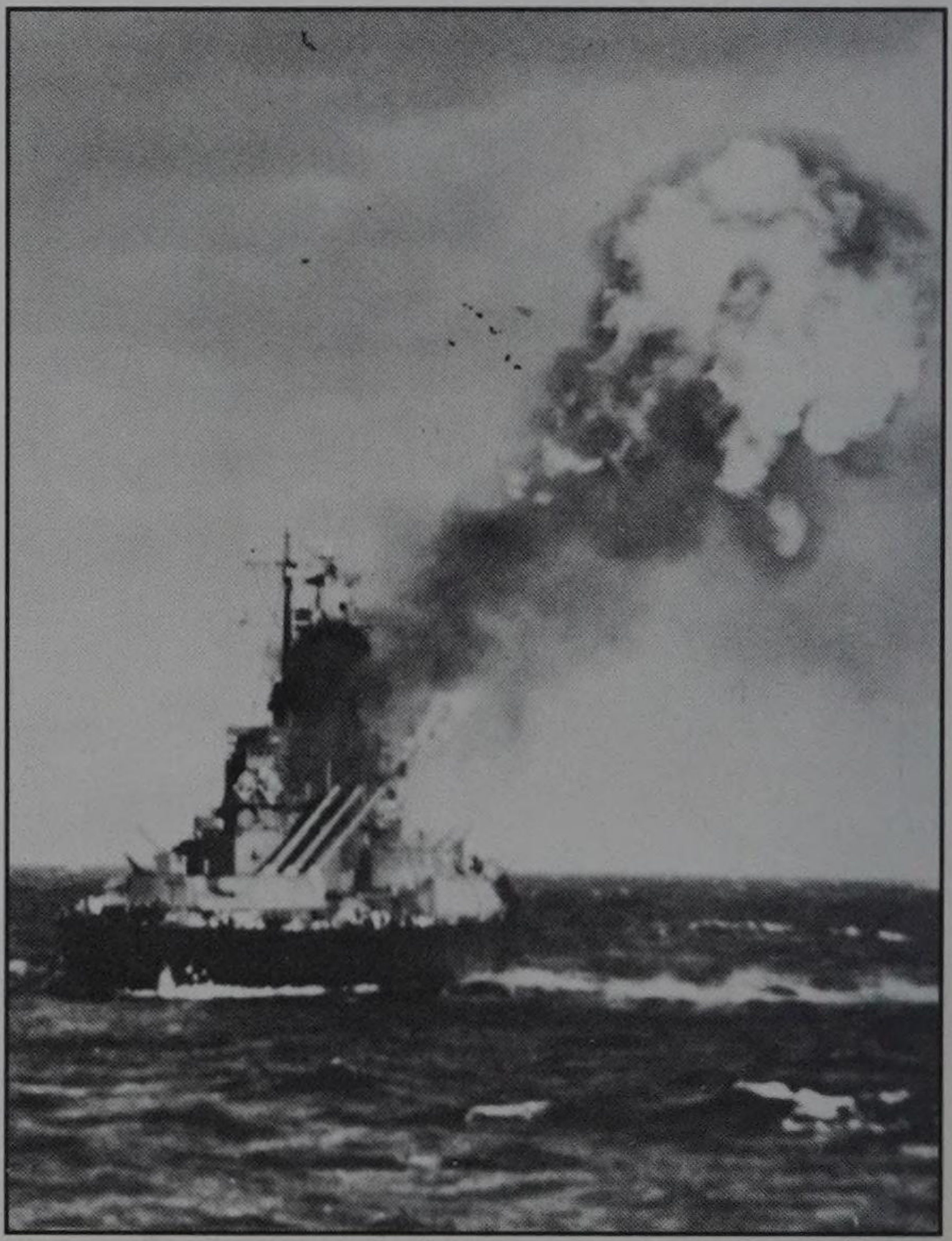
Wyoming entered the Norfolk Naval Shipyard 11 July 1947 and was decommissioned 1 August 1947. Her personnel and material were transferred to the fighting veteran battleship *Mississippi*, which launched the fleet into the age of the guided missile warship.

The name *Wyoming* was struck from the Navy List 16 September 1947 and she was sold for scrapping on 30 October in the same year.

The following ships histories were provided to Turner Publishing Company by Monitor Book Company from the Book: *"United States Battleships, The History of America's Greatest Fighting Fleet"* compiled and edited by Alan Pater, 1968.

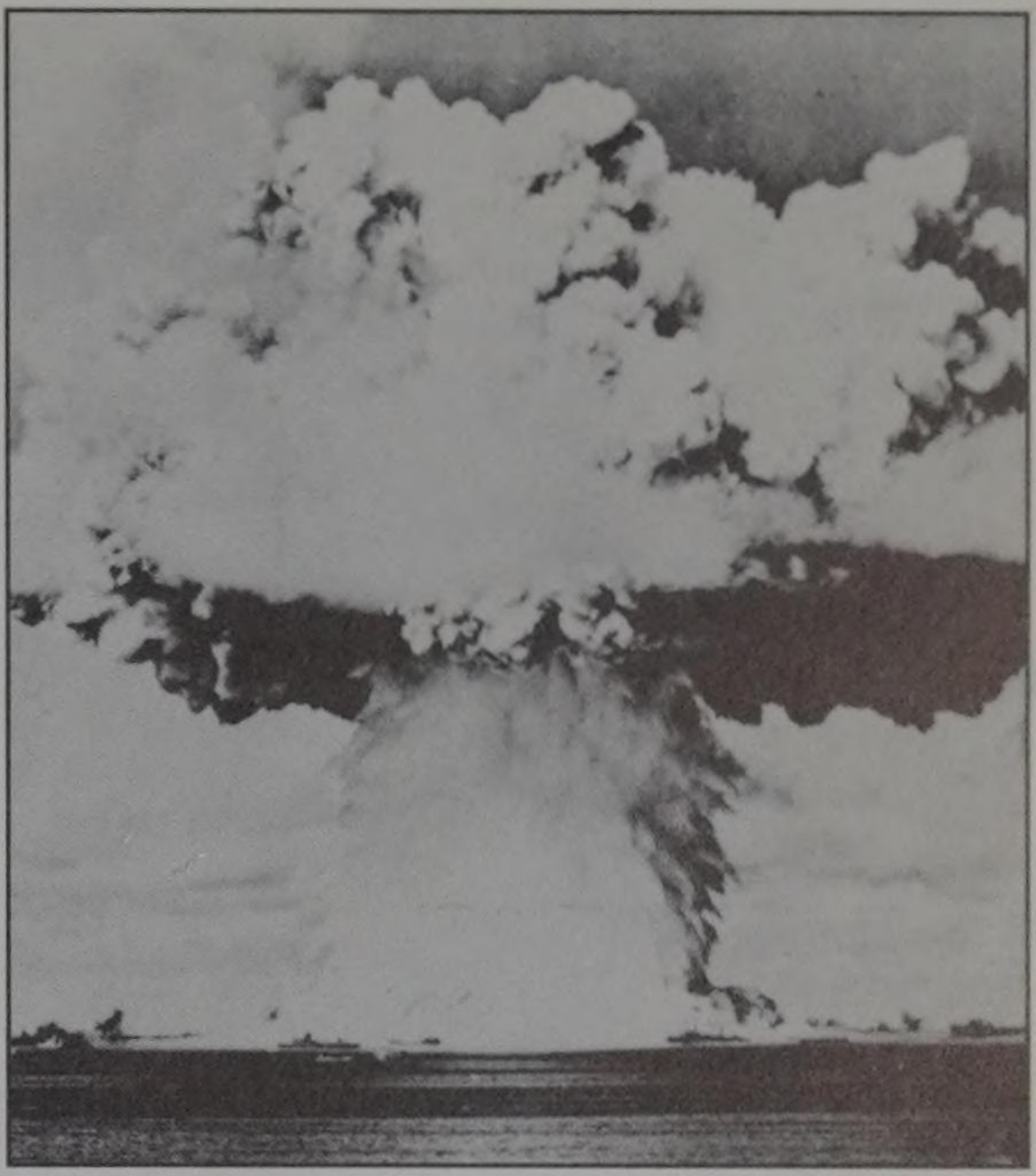
Alabama, Arizona, California, Conneticut, Delaware, Florida, Georgia, Illinois, Iowa, Kansas, Kearsarge, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, Tennessee, Utah, Vermont, Virginia, Washington, Wisconsin, Wyoming.

Enlisted men and officers of a damage control party abroad the USS Pennslyvania stand by as pumps bring up water from the flooded compartment of the stricken battleship. She was hit by a Jap aerial torpedo in action off Okinawa August 12, 1945. Official U.S. Navy Photograph. (Courtesy of Calvin Pugh)



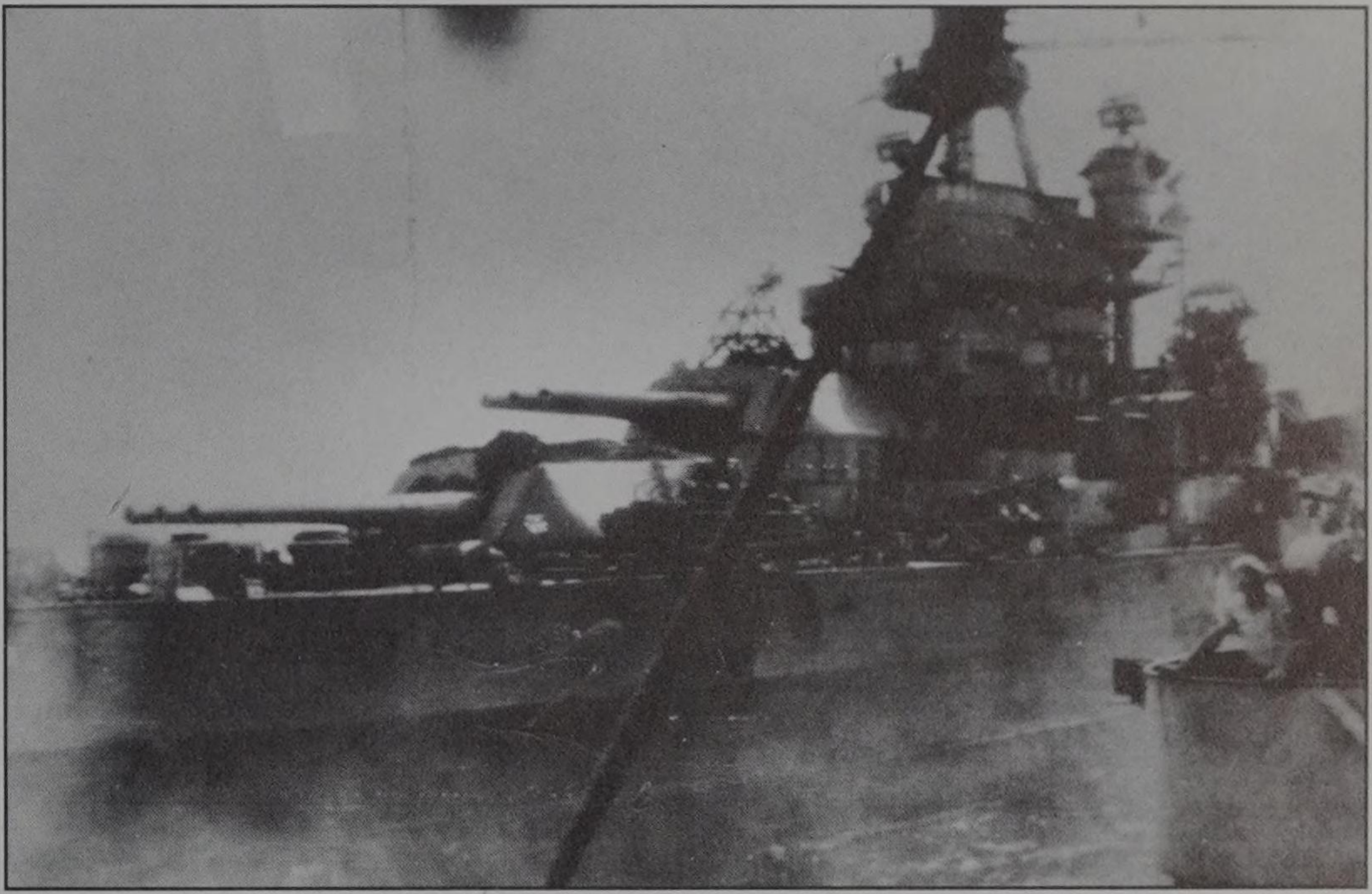
The USS North Carolina (BB-55) firing a Salvo with main battery of 16" guns.

USS Alabama (BB-60) December 1942 - January 1943.



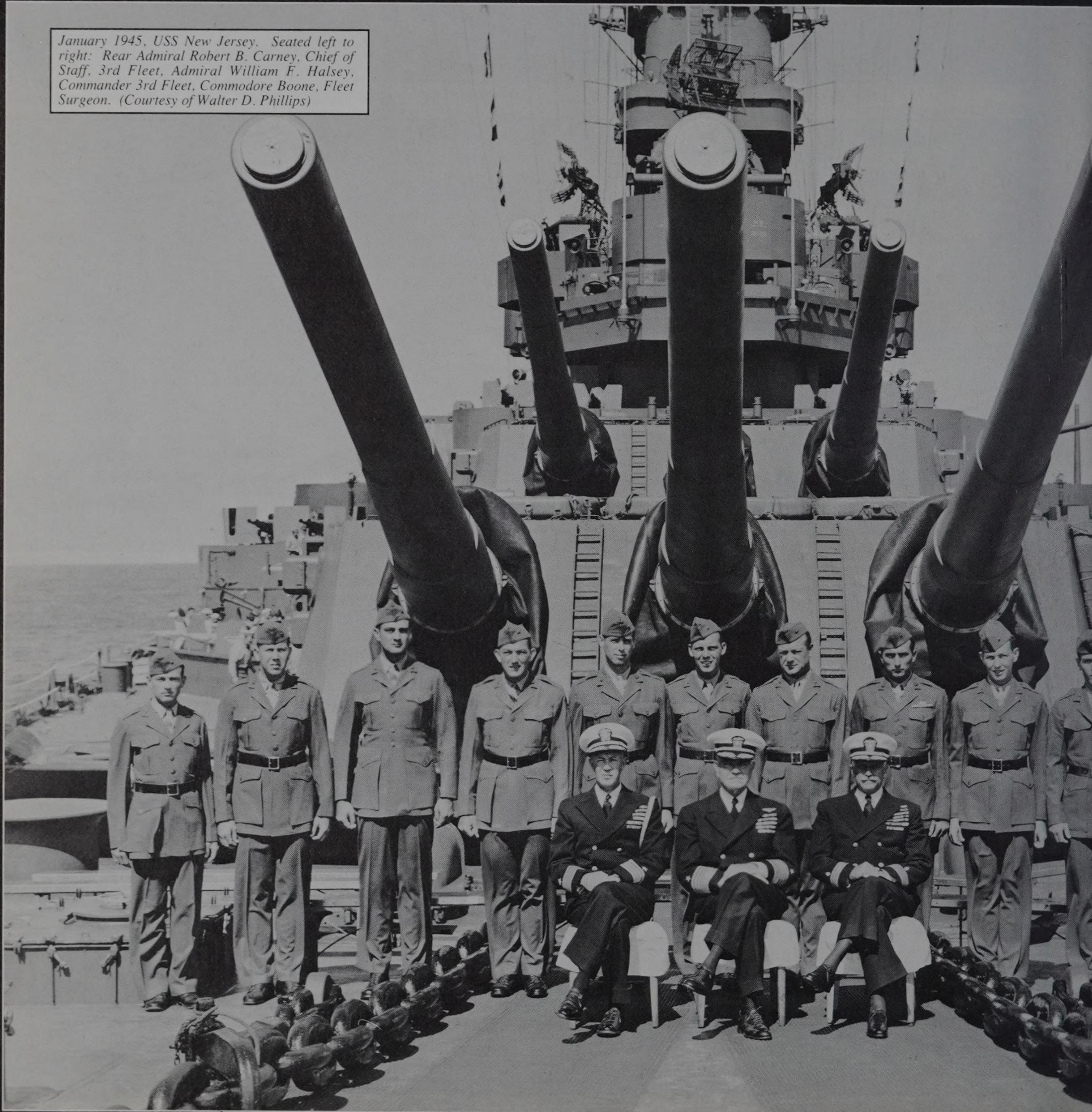
The second A-Bomb burst at Bikini Lagoon during Operation Crossroads in the Marshall Islands. (Courtesy of J.H. Morton)

Leo J. Murray (Lt. J.G.), U.S.N. Retired, signed the first entry in the log of the new Indiana. He signed the last entry in the log of the old Indiana when she was placed out of commission.



The bow of the target ship USS Pennsylvania as seen from the deck of the salvage craft USS Reclaimer (foreground) several hours after the atomic bomb blast at Bikini Lagoon. (Courtesy of Jess Dennis)

Navigation Division of the South Dakota.



January 1945, USS New Jersey. Seated left to right: Rear Admiral Robert B. Carney, Chief of Staff, 3rd Fleet, Admiral William F. Halsey, Commander 3rd Fleet, Commodore Boone, Fleet Surgeon. (Courtesy of Walter D. Phillips)

SEA STORIES

SURVIVAL ON OKINAWA, L-DAY+5 WITH MUCH MUCH HELP FROM BIG BOY

By Captain Martin J. McManus

It was a beautiful night on Okinawa. It was warm enough in the fox hole. The rain had not yet started. That meant our homes, the fox holes, were dry. A blessing to be cherished and for which we were grateful to God. We could see the enemy clearly. We could hear him, and we knew that he was preparing to attack. It was only a matter of time. So what else is new. He had done this before. He had come running. He was stopped. He went running even faster. But tonight was different. The bull had a burr under his saddle. He was supposed to be out there where we could see him with his flat tops and cruisers, to say nothing of his battle wagons. But he was no where to be found. Later the word was that he went to engage the Jap fleet which had finally come out. Actually, it had not, but that is where he was chasing it, when we needed him here and needed him desperately.

We had no air cover. We had no mobile artillery on the decks of the cruisers and battlewagons. True he would return but that did not help us now. Now is when we needed him and we needed him to survive for the next five minutes. There were 25 of us in JASCO. We were in front of our infantry. We were easy to spot. We had 50-foot antennas which were necessary to communicate with the fleet to correct the fire. Tonight there were no ships. They were with Halsey looking for the Jap fleet, which they sure as hell would not find tonight unless they sailed into Tokyo Bay because that is where the fleet was, or so we thought. In vain we scanned the horizon over and over again. Nothing, nothing out there. But wait, there is something out there. But what is it? Is it friends or foe? It looks a lot like one of the big boys, one of the old big boys. But is it ours. It has to be ours. No enemy ship could have penetrated the radar of the fleet and gotten this close to our sector. It has to be ours. But, why is it here? Halsey would need all the

USS Wisconsin (BB-64) Softball Team (Courtesy of L. Paul) help he could muster. The Bull was on a speed run. This old girl could not keep up with the new fast battleships and cruisers. Besides, he did not want to leave us orphans. Thank you, Admiral. I take back all I said and thought about you. I always said you are a great guy. But, the question remains, what ship is it? It is so far away and so dark it is hard to tell. It surely looks a lot like the Ida-maru, my old ship. On the Navy register, she is listed as the USS Idaho. She and I have something in common. She was commissioned on March 24, 1919, the day I was born. She was affectionately called the Ida-maru by her crew because the Nips could never lay a glove on her. Is it possible that she is here to save my 25 men and myself? There is one quick way to find out. Call her and see what happens.

"Calling Big Boy, calling Big Boy, come in Big Boy, come in, Big Boy." No answer. "Calling Big Boy, come in Big Boy." "This is Big Boy, identify." It is Big Boy! Thank God! The Ida-maru. "Big Boy, this is Com Sac Pac, lately of your Third Division. We need Big Bang fast. Enemy about to attack in battalion strength. Urgent repeat urgent. We are outside of Nahu, sector 327k blue."

"Com Sac Pac, this is Big Boy, we are ready to fire." I could hardly utter the magic words, the words that could be our salvation, the words that could mean life for us, death for the enemy. I finally got it out: "Commence firing." Seconds later, although at the time it seemed like eternity, I could hear the Gun Boss give the order to the turrets: "Commence firing." I could hear on my phones the deafening, angry roar of the explosion of the four 100 pound bags of black powder and TNT driving the five foot projectiles out of the 60 foot rifles of the 14-inch guns. At the same moment the sky lit up as the projectiles cleared the muzzle and headed our way.

One question remained, would these shells fall on us as short falls or would they be on target? If our guns did not devastate the enemy, the enemy would destroy us. By now the attack had begun. The enemy had broken out. They were coming, they were coming fast and they did not have far to come. They were coming in strength, at least battalion strength, with appropriate support, with light tanks and mobile artillery against the 25 of us. We were so far ahead of our infantry that they could not help us. Nor could we hope for help from our artillery since we had no way to communicate with them. We knew that if we were to live beyond the next three minutes it would be due to the courtesy and the skill of the United States Navy. We could hear the shouting and screaming of the enemy coming closer. We had one consolation, we did not have long to wait to know our fate—life or death. It became a race, would our guns get the enemy before the enemy could get to us? For a time it seemed that the screaming maniacal foe would win the race. But then I heard one of the most beautiful sounds that I ever heard, the unmistakable sound of the shells of the heavy guns of the Navy, of my ship, the Ida-Maru, passing overhead on their way to engage the enemy, in fact to destroy him, and right on target.

Infantry of regimental strength, tank support, vehicles, mobile artillery accompanied with maniacal shout and screams began the advance on a dead run. They were met by the power of the big guns of the old battleship. The run was short. It was a run to death, the whine of the shell was the brief epitaph. What had been a long wide peaceful meadow was now a no man's land. It was now full of huge craters two stories deep with the remnants of a proud division, men and material, dead and destroyed. The enemy came screaming in anticipation of a quick victory over a hopelessly outnumbered foe. The survivors of that attack are still screaming, but no longer in anticipation of victory, no longer in exultation. Rather, now the shouts of those who still have enough breath to shout, are cries of anger, surprise, hatred, despair, death. After the passage of many years memory tends to fade. When we try to recall certain events, we sometimes wonder- did a particular event as the one described above really take place or is it a trick of an aging memory? Even if it did happen as a lawyer, how could I prove it? Where could I find a witness? Last year, 1988, 43 years after this event in 1945, I found two witnesses or rather they found me. Some years ago an organization of former crew members of the *Idaho* was formed. They made a list of names and addresses of all they could reach. When I was contacted, I was happy to join. Now I am even happier that I did for I found two witnesses who were aboard that night and remember my desperate call for help, help that saved my life.

We made an appointment to meet in a restaurant. When I arrived my two shipmates and their wives were already there. One of my shipmates aboard the *Idaho*, who is now a doctor of medicine came up to me, reached out for my hand, his other arm around me and said: "When you were detached from the ship and got orders to go to San Diego for amphibious training, I thought that I would never see you again. When I got that call from you on Okinawa, I was sure that I would never see you again alive." You can imagine my reaction to these words. All I could say before we fell into a very grateful hug was: "You were right. I would have been dead now for over 40 years if it not been for you and the rest of the crew in plot, on the bridge, and in the turret, my thanks to you and to all of them for saving my life."

Back row, L to R: Magstadt, Howard Quinton, Harley Robinson. Front Row, L to R: C. J. Baker, John T.. Bray, Robert G. Tufano. All "F" Division members of the USS North Carolina, 1944.

THE BOSTON SUNDAY NEWS

By J.E. Gorden, Jr.

While on the "Arkie," the Marines used to wait until the Captain was seated and the movie began before they came up the ladder (sans mess benches) and sat on the bits and air blowers (getting black marks on the Navy Gray paint in the process!) to watch the movie. Then, prior to the end of the movie, the Marines would disappear down the ladder to the Marine compartment. As the lights came on, BM2/c Buck, Bosun Mate of the 1st Division, saw what had been done to the paintwork and not too gently "Blew a gasket!" every night (for as long as I was aboard) Buck would have the 1800 PALs paint ALL the paintwork in the vicinity of the quarterdeck. The first night this was done, Buck had the satisfaction of seeing us sit on his wet paint - and ruining our blue trousers in the process - and grinned broadly with satisfaction. The Marines refrained from sitting on the bits and airblowers - UNTIL the "Arkie" pulled into Charleston Navy Yard, Boston, to have her cage mast replaced with a tripod mast. Buck, dedicated to the proposition that "jarheads" would pay if they sat on his paintwork, continued to have the 1800 PALs paint.

One Sunday, while we were in the yard for refitting, every Marine bought a Boston Sunday Newspaper. When the lights went out for the movie Sunday night, the Marines came topside (sans mess benches) and again sat on the bits and airblower to watch the movie. Buck chuckled to himself "Got those @#$%! jarheads AGAIN!!" True to form, the Marines left the movie before the lights came on and went below. Buck's grin turned to a scowl - followed by a howl - when he saw his freshly painted bits and airblowers freshly wrapped in the Boston Sunday newspapers - courtesy of the Marines!

THE GRUDGE FIGHT

By William P. Montgomery

It all started one day when I was talking to "Snuffy Smith." Fred Vreeken came up and told me that I couldn't talk to "Snuffy" anymore. I promptly told Freddy that I could and would talk to whomever I pleased. This scrimmage went on for several days, and finally came to a head when, topside, Freddy grabbed my hat and threw it up on top of number two turret.

The Master-at-Arms came along and chewed me out for being out of uniform. So I quickly challenged my antagonist to put on the gloves to settle our differences. I think this appealed to Freddy since he was 6'4" to my 6' and had at least a 4" arm reach to go along with a 25 to 30 pounds weight advantage. He thought he would make quick work of me. What Freddy

C Division, USS Pennsylvania, (BB-38) in Bremerton, Washington, 21 March 1946. (Courtesy of William F. Moreland)

didn't know was that I had a couple of aces up my sleeve.

For the past two months, I had been working out with gloves with Ernie Hall. (His hometown, Georgetown, and my hometown, Maroa, both in Illinois, were about 70 miles apart.) Ernie had taught me a lot. He could have knocked me silly anytime he wanted, being a middle weight and 30 pounds lighter than I. He was the finest specimen of a man who I have ever seen. Had it been peacetime, I'm sure he could have been a fleet champion. He could chin himself with one arm, hold himself horizontal on a bar and do a sit-up with a 5" - 56 lb. shell behind his head. His first advice was that, when boxing, never get mad. When you do, you make irrational moves. I had also worked out several times with "Spud" Donahue from New York — a rough and tumble fighter whose bone crushing bear hugs and billy goat butts with his head in combination with his famous "bolo" punch that started from behind his knees with a wide arch coming down on top of his opponent's head. He tried to emulate "Two Ton" Tony Galento (who had knocked Joe Louis out of the ring). He was a real back alley brawler and taught me many valuable lessons. His guttural laugh when landing one of his bolo punches will be long remembered - a truly unforgettable character. My last Ace was that I was in excellent condition.

Who was this farm boy from Illinois who had the audacity to stand up to this young bully from California? It was "Moose" William Montgomery — the nickname coming not from his stature, but from his nose that resembled the proboscis of a moose. This came about from playing football in his sophomore year in high school (nose broken at least twice and maybe three times as they didn't have face masks then). He couldn't miss a game because they were completing the first unbeaten-untied season in the school's history.

I had enlisted on my eighteenth birthday when a cousin and I went to Chicago. My cousin tried to get me to join the Sea Bees which he went into, but I already had a brother in the Navy, so that was what I chose. I thought I'd be at Great Lakes, but wound up at Farragut, Idaho, and from there to Treasure Island Fire Control School. Nine of that class went on the *Maryland*, "Snuffy" being one of them.

When the bout got underway in our living compartment, Freddy got in some good punches as to be expected. However, as Freddy grew tired, I landed more and more punches, and that made him mad. Freddy did exactly as Ernie had said; he made wild swings and lunges and left himself wide open. The coup-de-grace was starting to take place. The end came rather dramatically when, battered and bloody, Freddy covered his head with his arms and hollered, "Stop! Stop! Stop!". He began to cry. I thought his ego was hurt far more than his body. He turned himself into sick bay and stayed at least two days. No friction ever existed between us after that. None of the Chiefs or any of the division officers ever said anything to me, but I'm sure they knew what went on. I don't think Freddy got his nickname "Fearless" from this fight; I rather think it was because he was "Fool Hardy."

A little later, on November 29, 1944, we had just been relieved on the port 5/25 AA director and it had been a hot, sultry watch that day in Leyte Gulf, with may air alerts and general quarters. "Goldie" Morris Goldstein (he had two gold front teeth) from New York and I decided to take a shower (both of us had a heat rash). We talked as we hurried to the shower. If general quarters would sound, we'd never make it to our battle stations. "Goldie's" battle station was the plotting room, and mine was the 40 mm. ammo locker just aft number two turret that supplied both the port and starboard quad 40-mm. stations.

We hadn't much more than gotten into the shower when Air alert sounded. I jumped into my skivies still wet and grabbed for my dungarees. We both took off running, and the last thing I can remember Goldie saying was "See you later Moose." By that time General Quarters had sounded, and everyone seemed to know that this was the "real thing." I had to get aft beyond the ship fitter shop before I could go up. I knocked someone down trying to shut the bulkhead door, and I made it up the nearby ladder into the super structure and through the inner bulkhead door on the ammo locker. By that time, the port 40-mm. was already firing. We passed several clips through the ports as those quads could really eat a clip of four shells in about three second's time on each barrel. There was a momentary pause followed by a shudder and then a convulsion that was almost indescribable. The deck buckled under our feet and nearly knocked all ten of us down. Acrid smoke filled the locker, and we had to stand next to clip ports to get fresh air. Looking down, I suddenly realized I was still in my skivvies, and next to an empty 40-mm. box was my dungarees. I slipped them on, and in the twilight, we could see through the clip ports of the damage control party throwing and pitching parts of the Kamikaze over the port side. I can't remember how long we stayed at General Quarters, but it must have been four-five hours. Word had it that the devastation below in sick bay and F Division compartments was unbelievable.

When we did secure from GQ, most of the debris had been cleared from below decks, but a stench of death remained. Goldie never saw me later, but I saw him — wrapped in a sheet, along with all the other casualties that were placed amidship. He had been close to his locker not far from where the bomb went off. I always thought that was the safest place on board - between the barbettes. My locker was still intact on the starboard side. I replaced Goldie in the plotting room as a battle station and remained there the rest of the war. I still wonder sometimes what might have happened to me if I hadn't reached my battle station.

And now you know the "rest of the story."

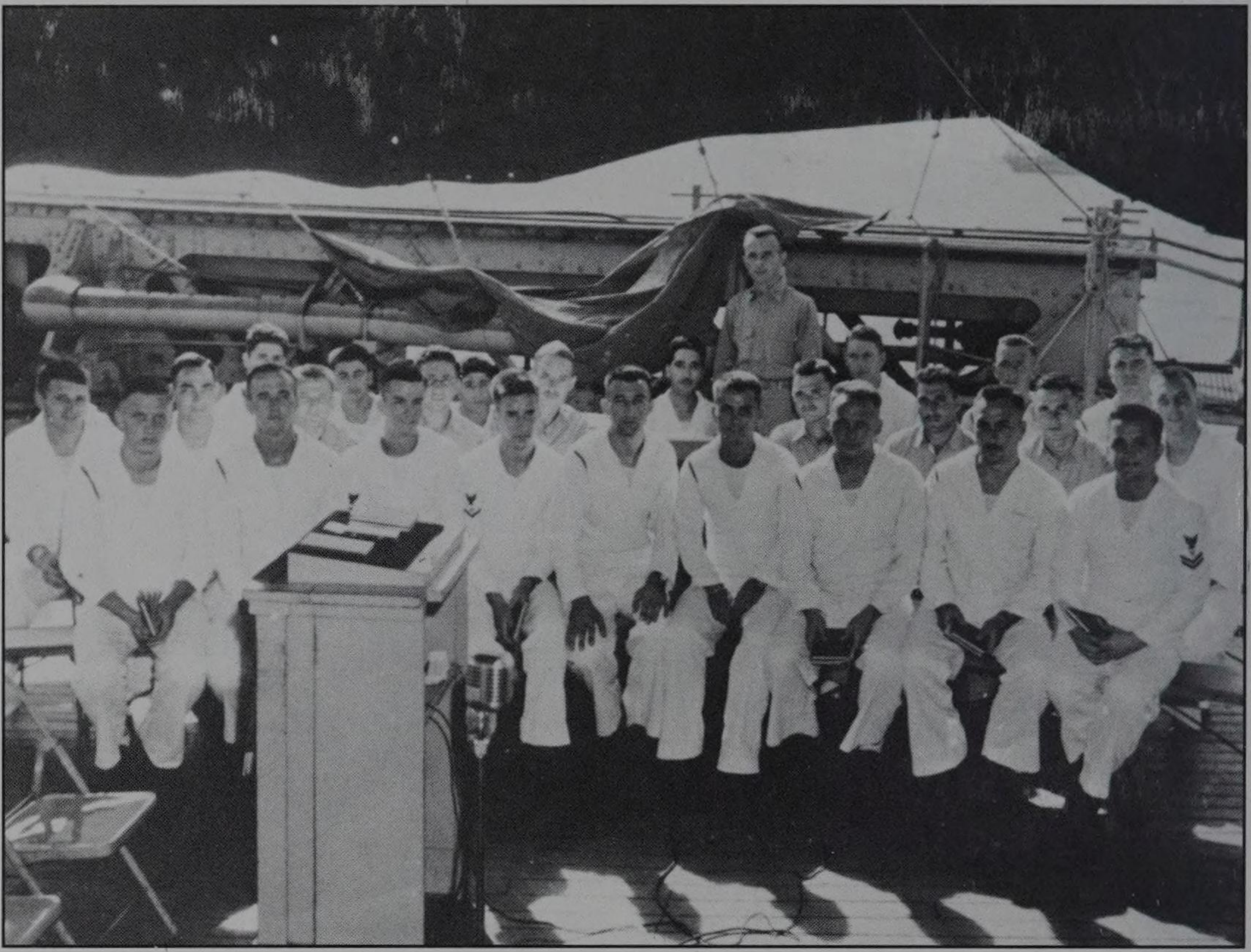
TOO MUCH OOZOO

By Thomas F. Fluck

Paleron Bay - Piraeas, Greece. At 6 a.m. on 13 April 1946 (last day at this port), signalmen Carl Erickson and Thomas Fluck were sent ashore to stand a 24 hour watch atop a building of an abandoned yacht club. Two Greek signalmen (Joe and George) descending the spiral ramp, greeted them warmly. While showing Tom and Carl around, an elderly couple, caretakers of the club, welcomed the American sailors. *Missouri*, anchored off shore would send messages via semaphor or signal light. These messages, translated into Greek, would be telephoned to proper destinations by one of the Greeks. Near noon, the caretakers brought a tray of food and a pitcher of a Greek national beverage, "oozoo". More of the drink followed. The signalmen swapped sea stories and sang songs. At 1 a.m. the following day, George was shaking Tom awake, "Look, your ship is signaling!" Tom's head felt as if an axe was buried in it. Answering, Tom was warned by a buddy that the ship signaled almost an hour. The O.D., sensing trouble, loaded a liberty boat with Marines, heading ashore. Running down the ramp Tom met the officer almost half way. The O.D. questioned why they hadn't signaled. Tom gave excuses that the light box had a short and was now repaired. Piraeas then was off limits due to Communist factions. The officer thought they had been kidnapped or killed!

At 6 a.m. the *Missouri* pulled up anchor, underway for Italy. Tom and Carl saw their ship round the bend and out of sight. Signals of panic were sent - to no avail. Strange land and language, surrounded by hostile Communists, Tom and Carl looked to Joe and George for help. George, using the telephone, contacted anyone who could radio the *Missouri*. By 8:30 a.m. the two American sailors spotted the Captain's gig rounding the bend, heading toward the landing and pick-up!

Don Ross, standing, Francis Selander, and Ed Maykut, Tokyo Bay, August 1945. (BB-57). On #1 16" Turret.



USS Wisconsin, (BB-64), church choir on Christmas Day, 1944, Ulithi. (Courtesy of Eugene A. Jacobs)

PACIFIC REMEMBRANCE

By William E. Powers, Jr.

Unending sparkling table
Serene platform of peace
Smooth as unruffled sable
Journey miles never cease

Roused by storm squall looming
Red sun folly sweeping
Free far realms dooming
Salvor force confidence fleeting

Trade winds flow uncaring
Carry muffled din of clashing
Battle smoke columns bearing
Last stand resistance dashing

Gentle swells never shore lapped
Part for churning ships' westward course
Scattering flyers from bow wave capped
Onward to challenge infamous force

Fleets scrambling for position
Bodies cast in place by fate
Courage springs forth in each mission
Feverish preparation, then boring wait

Clamor of battle sounds expands
Vengeful swarms thread the skys
Desperation clinging to the sands
The mystery - who lives, who dies

At sea's palmed coral lagoon
Memory stirred by letter's word
Blazing red sun fading soon
Grand assault plan now is heard

Finale lives are pending
Til secret weapon brings
A sudden climactic ending
On avenging eagle wings

Time faded fears and woes
Now soften scornful tales
As caressing trade breeze flows
Elusive peace once more prevails.

LETTER TO HOME

The following is an excerpt from a letter written to Thomas Fluck's parents:

September 17, 1945
At sea

Dear Mom and Dad,

"Can you imagine us having a locker inspection for beer? It's like this — the day before *Missouri* pulled out of Guam, we unloaded all of our excess beer, which is normally consumed at beer beach parties. We are on our way to the States so the beer isn't needed any longer. A working party of which I was part of had to unload three thousand cases of it. Hours after leaving Guam, with Admiral Nimitz and staff, the officers pulled a surprise inspection on the crew. Some 80 cases were missing! Yes, we signalmen had a few cans, which we drank before the raid by our division officers. The navigators were caught having their loot hidden in their laundry bag. Their officer in charge was a bit too smart and he discovered the midget brewery.

The beer of course was warm as heck for the climate and being stowed away in a hot compartment. However, we found a clever way of cooling the beer. The method: we turned the CO2 fire extinguisher on the cans and behold - cold cans of delicious beer!"

Your loving son, Tom

Respectfully submitted,
Thomas F. Fluck
USS *Missouri* (BB-63)

Flag Complement , Commander, Battleship Division Six, November 1945. L ti R, Standing: R.J. McCabe, J.W. Nedrow, R.R. Facemire, W.W. Perkins, J.A. Texeira, M.V. Carvalho, D.J. Chaille, V.S. Binegar, Ed Swenson. Kneeling Ed Garczynski and H.M. Houlihan.

CHRISTENED WITH HOLY WATER

By William W. White

In 1943 while serving aboard the *Idaho* (BB-42), I received a letter and a book from my Aunt, Sister Mary Martina — order of the Sisters of Mercy. In that time she was the Registrar at Our Lady of Cincinnati College, Cincinnati, Ohio. The name of the book was "Rig for Church" by Father McGuire.

Father McGuire was the first Chaplain assigned to the *Idaho*. For some reason or another, he was not invited to the Christening ceremonies. So while the dignitaries were breaking champaign across the bow, Father McGuire broke a bottle of Holy Water across the fan tail and said a prayed for every sailor who would ever sail aboard her. Do you think this may be why the *Idaho* had such few casualties in World War II?

A FIGHTING DAY ABOARD THE BATTLESHIP USS *MISSOURI*

By Donald Burr

The image of the ship's radar flickered. It twinkled, disappeared for a moment, then came back. We had a contact on something that was too small to be a ship. It always came back into view at the same point, so we knew it was real; not a figment of the radar's electronic imagination. The Combat Information Center officer looked at it for a moment, then reached for the phone to the bridge. "Captain, we have a definite surface contact on the radar. Range is 4.2 miles, bearing 086 degrees. It's too small for a surface ship. It may be a submarine periscope."

"Very well. I will report it to the admiral." Captain William Callaghan of the battleship USS *Missouri* radioed the contact report to Rear Admiral Arthur Radford, who was on his flagship aircraft carrier a mile on our beam. After several minutes the word came back from the admiral's staff, "Your radar must have a glitch. None of the other ship's radars can see this target."

Topside, the weather was almost perfect for a seagoing cruise. The air was clear and quite brisk. The sky was blue and speckled with a few clouds. The deep blue sea hissed and sloshed endlessly past the speeding ships. One thing was wrong. This was March 23, 1945. We were not, I repeat not, on a pleasure cruise. All these ships here in the western Pacific Ocean to force the end of a long and viciously fought war against the Empire of Japan.

The "Mighty Mo" was part of the fast carrier task force 58, commanded by Admiral Marc Mitscher. It was the mightiest naval fighting force ever assembled. *Missouri* steamed in Task Group 58.4, one of five task groups that made up TF 58. This group included the aircraft carriers *Yorktown*, *Intrepid*, *Enterprise*, and *Langley*. Close by the carriers to provide a concentrated barrier of anti-aircraft fire for protection against enemy planes were *Missouri*, battleship *Wisconsin*, cruisers *Alaska*, *Guam*, and *San Diego*. Several miles out from the tight grouping of major war ships was a loose ring of destroyers. Their chore was to intercept any Japanese submarines who might come trying to sink a warship of the US Navy. The destroyers also were able to report any Japanese planes flying too close to the water for radar detection. The task groups were separated by about 50 miles, but all were launching air attacks against the main enemy bases on the home islands of Japan.

The radar operators and officers in the *Missouri* CIC continued to watch the image on the radar scope. It disappeared for short periods, but always came back in the same location. It was definitely NOT a radar glitch. As the blower hummed softly and the ship vibrated faintly from the thrust of the ship's mighty engines, we kept the captain informed of the contact. He decided to report the contact to the admiral again. This time, Admiral Radford (later to be head of the Joint Chiefs of Staff of the United States) replied that what we had picked up was one of our own destroyers.

Missouri's navigator checked the plan of the day, and the standing orders for ship assignments. The radar contact was definitely in the right location for one of the destroyers, but this day no destroyer was assigned to that post. The task group had only about 15 destroyers to fill 24 possible locations, so that position was not occupied by one of our ships.

After a short huddled conference between captain and the navigators, this was called to the admiral's attention. He sent a destroyer boiling across the sea at flank speed to check it out. We, in the CIC, watched the radar "blip" disappear as the destroyer got near it.

Lieutenant Loverage eyed the radar screen, "Hot damn; that really was a periscope!" CIC smiled and said, "Did you think it wasn't?"

CAPTAIN'S MAST ONBOARD USS *NEVADA*

By Bob C. Matheny

One of our Boatswain mates was picked up by the shore patrol for fighting in one of the local bars in Long Beach in 1943 and returned to the ship. He was placed on report and in a few days found himself at Captain's Mast. The Captain asked him if he had anything to say and he said,"Yes I do, Captain." You see Sir, it was like this: I went into this bar to have a few beers and to enjoy myself when these three destroyer sailors came in and took a table next to mine. I am sitting there minding my own business when one of these tin can sailors said out loud for everyone to her, 'I hear that old *Nevada* is nothing but a bucket of rusty bolts.' Well Sir, I bit my lip, held my peace and let it pass. I am sitting there minding my own business when another one of the tin can soldiers said out loud for everyone to hear, 'I hear that old *Nevada* couldn't fight her way out of a paper bag.' Well Sir, I bit my lip, held my peace, and let it pass. I am still sitting there minding my own business and drinking my beer when the other tin can sailor said out loud for everyone to hear, 'I hear that the skipper of the *Nevada* is a no good SOB.' So you see Sir, I had to sit there and let them insult me, I had to let them insult my ship, but when they insulted my skipper; well, you see Sir, that was just more than I could take, so I lit into them. With this the Captain burst out laughing and told the Chief Master-at-Arms to get that man off of my bridge and that the charges were dismissed.

The above just proves what a great ship the *Nevada* was to serve on.

KAMIKAZE ATTACK

By Donald Burr

The best weapon the Japanese had at that time, near the end of World War II, was their Kamikaze force. They had lost hundreds of their most highly trained naval pilots two and a half years before at the battle of Midway. U. S. forces sank four of their best battle carriers, and the pilots in the air had no place to go but into the sea. The Japanese never were able to replace these losses.

The young (mostly teenage) pilots were given an absolute minimum of flight training. They all swore to die to protect their God Emperor from the evil American forces closing in on Japan. Any plane which could be made to fly was loaded with high explosives and just enough fuel for a one-way flight. Their Kamikaze warriors then staggered into the air and were pointed in the direction of the U.S. ships. When one of them saw an enemy (the bigger, the better), he put his plane into a screaming full-power dive and crashed into the target. They were extremely hard for the American gunners to hit because of the high speed approach.

The most vulnerable ships were our destroyers assigned to early warning picket duty. They were operating alone without supporting anti-aircraft fire.

Their thin steel hulls could not withstand even the crash of a Kamikaze without a bomb. Losses were heavy.

Our main fleet had three lines of defense against these determined and brave warriors. (At the time no one in our beleaguered fighting force thought of them as other than foolish but deadly enemies). First defense was our far ranging swift carrier launched fighting planes. They were guided by radar controllers on the carriers. They sent down to flaming death most of the Kamikaze aircraft before they got within sight of our vigilant sailors on lookout duty.

Those attackers who got past the fighter planes were spotted by our fire control radar at a distance of several miles. They came under fire from the 5-inch guns on every ship of the fleet. The white puffs of bursting high explosive shells marched across the sky in search of a target. *Missouri's* 5-inch guns splashed a number of enemy aircraft during this period.

We learned to cringe when we heard our 40mm and 20mm machine guns start to fire. This meant that a Japanese attacker had made it through the 5-inch barrage, and was within a mile of the ship. These weapons fired mostly by sighting along the streams of smoke from tracer shells included in their ammunition.

On April 11 the greatest wave of determined death and destruction was sent against our carrier group. Some of these young men were not well-trained enough in navigation to find their targets. They went down into the cruel, empty ocean as complete failures. Thirteen of them were sent down in flames by the alert patrolling fighter planes. Three survived long enough to streak in close to the water and find our concentrated group of valuable fighting ships.

One of them closed in on *Missouri* from astern. He was bathed in a shower of twisting, gyrating white ribbons of tracer smoke as our machine gunners reached out to touch him. He twisted and turned in vain. Small puffs of smoke and bits of aluminum sparked off his darting airplane, but not of the hits stopped this determined pilot. His bomb was knocked into the water. Still he came on into our hail of hot machine gun fire. The loss of the weight of his bomb gave him more lift, and he smashed his battered plane into *Missouri* at the edge of the main deck. Machine gunners to his right and left marvelled at their luck in not being in his path.

I was at my battle station in the Combat Information Center below decks, linked to all of my radar technicians by a party line system. Each of them stood guard at a transmitter of the search radar or fire control radar systems. Some of these were in stuffy little cubbyholes with nothing but the humming transmitter to watch. First-class radar technician Donald Nason was assigned to fire control radar compartment welded to the side of the forward stack. he stepped out onto a catwalk high above the deck, and was relating the action to those of us locked inside.

A wing partially filled with volatile aviation fuel flew off the crashing Kamikaze, and came to rest on the upper deck. It narrowly missed landing on top of one of our 5-inch gun mounts. Unfortunately, it burned directly in front of a large air intake. Giant blowers blasted a torrent of fresh air into the forward boiler room. There was a little panic in the boiler room as thick clouds of smoke and gas fumes poured in but no one was hurt.

The gasoline fire was almost under the platform where technician Nason was giving us a play-by-play description of the action. I heard him drop his headphones on the deck. Moments later, he checked in from the next radar compartment.

Total damage to the Mighty Mo was some burnt paint and some shattered nerves. Next day, the Kamikaze pilot was buried at sea with military honors. The wing of the plane was turned over to the sailors to be cut up for souveniers. Most prized were bits of the aluminum with Japanese inspector's stamps on them. I got a magnesium fitting which I filed into a ring.

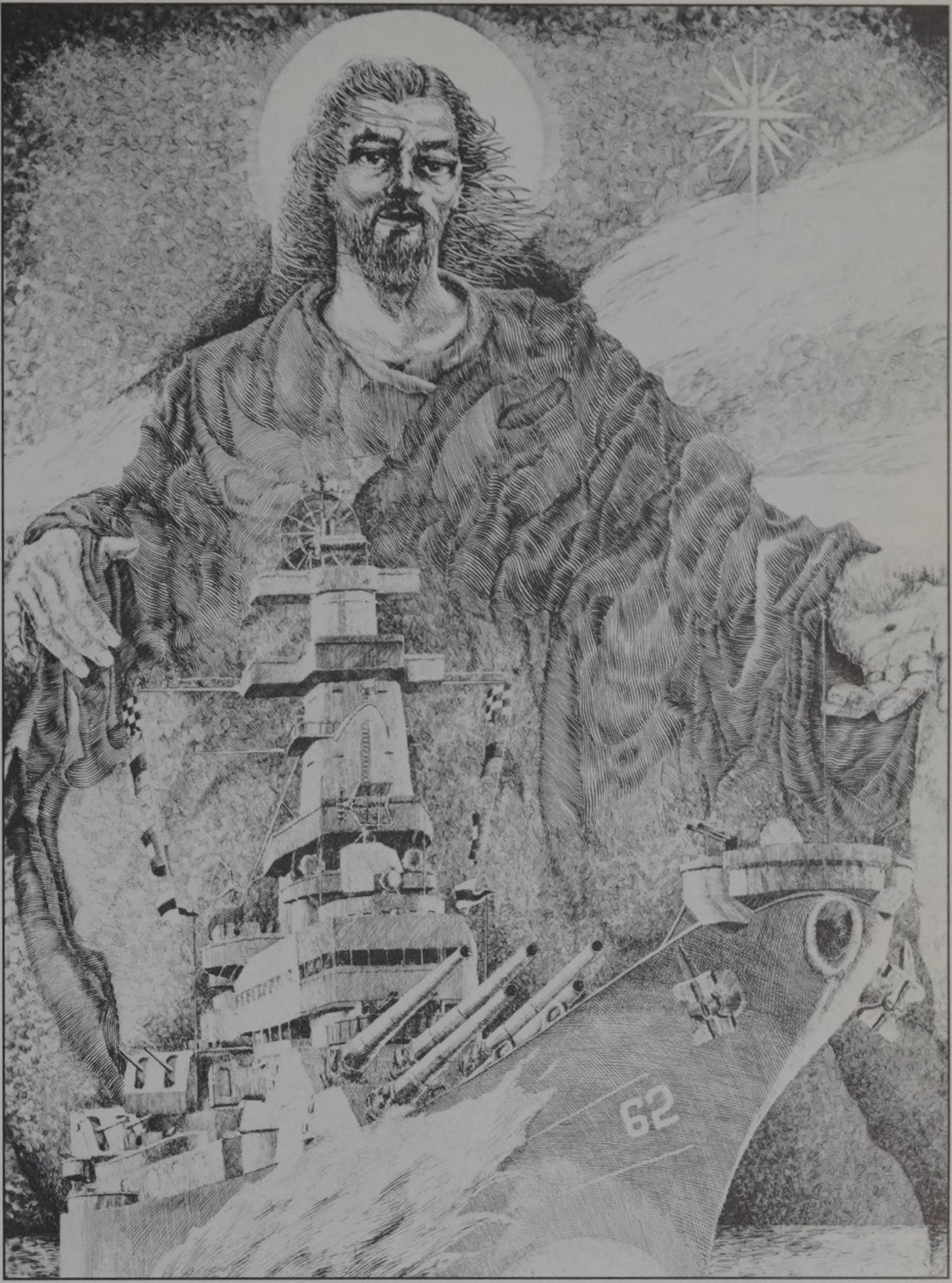
Five days later, another major Japanese air attack raged. For about 12 hours the fighter planes from the carriers kept the incoming forces away from our fighting ships. Finally,

The "QM" Gang, USS South Dakota, Argentia, Newfoundland. Buck, Lt. Cmdr. Berkly, Robertson, Johnson, Eichnor, Lufft, Oksanen, Novak, West, Coen, Reinan, Kane, Blackwell, Robinson, Ziegler, Cockerell, Wenke, Alderson, Clark, Knepp, Morris, Asch, Piccirilli, Abrams, Coulbourne, Saar, Lewis, Zoccolillo, Towsend, Hustuedt, Smith, Wakeman, Walseth and McSpadden. (Courtesy of Harold Buijack) one group of Kamikaze planes got through shortly after noon. Our 40mm machine guns with their chunka-chunka-chunka rhythm downed the "Zero" type attacker trying to crash out his life against the carrier *Intrepid*. Two minutes later, another "Zero" spun out of control over the *Missouri*. He clipped the top of our aircraft crane on the stern, narrowly missed two batteries of 40mm guns, and slammed into the water near our rudders. His bomb went off and threw *Missouri* around a little. In the ammunition handling room below the 40mm gun mounts, live clips of ammunition were bounced around the compartment. Luckily, none of the ammo went off.

Damage control reported that one of our twin rudders was bent. This could cripple our speed and maneuvering ability. Fortunately, the rudder was found to be undamaged.

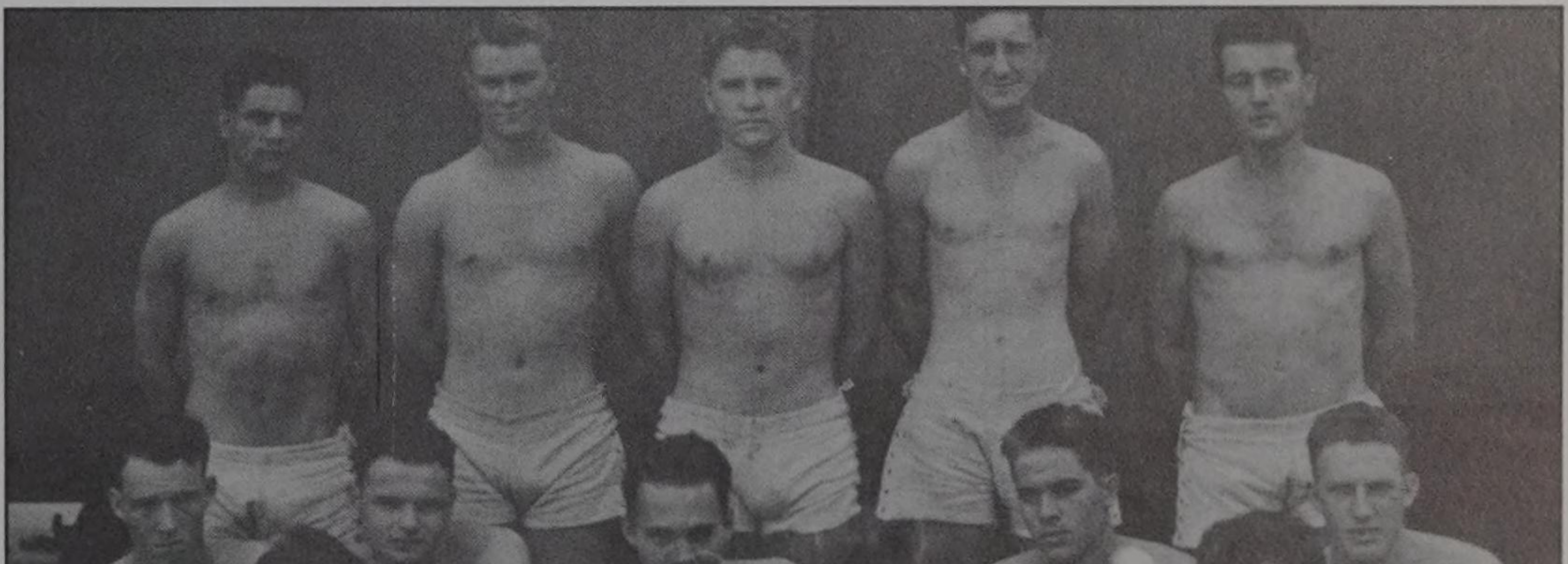
Thus ended the action against the *Missouri*, although more Kamikaze attacks continued against Task Force 58 until the war ended.

Admiral Joseph M. Reeves. CinC, U. S. Fleet. Aboard the USS Pennsylvania.(Courtesy of H. Cortez)



This picture was drawn by P.H. Stevens and reproduced in the USS New Jersey's photo shop for the 1951 Easter cards. (Courtesy of James Juliet)

Top row: A. D. Hood, Jr., R. Goff and Blase. Bottom: T. Malloy and R. Regula. (Courtesy of A.D. Hood, Jr.)



USS Tennessee whaleboat racing crew. Front: G.S. Huntsman, R.M. Piatt. Second row: C.M. Oney, M. Keefer, R.M. Coward, C.B. Benson, C.F. Swift. Third Row: "Chief Wahod" Hollemon, R.E. Duncan, T.S. Allen, C.R. Herscher, F.O. Holden. (Courtesy of Robert M Coward)

MY MOST MEMORABLE CHRISTMAS

By J. Richard Santo

My most memorable Christmas took place while I was a young man of seventeen years, stationed aboard the USS *Missouri* (BB-63) during the Korean conflict.

Our ship arrived in the waters off the coast of Korea in September of 1950, a couple of months after the invasion of South Korea by the North Korean Communists.

The conflict had turned in our favor and it was estimated that it would soon be over and we would be on our way home shortly after Christmas of that year. We had driven the enemy almost into Manchuria when we started to receive reports of intervention by Chinese Communist soldiers. In a matter of a few weeks, hundreds of thousands of Chinese soldiers had entered the conflict by way of the Manchurian Border. This abruptly ended any thought of an early withdrawal by our forces.

We operated in Chongjin Harbor at the Manchurian Border with Task Force 77 during this time period, which kept us at sea for a period of 54 consecutive days in November and December of 1950.

On December 23rd, we were ordered to Hungnam Harbor to give support to the 10th Corps. To help halt the advance of 100,000 Chinese Communist soldiers who were surrounding our forces and attempting to drive them into the ocean. This beachhead was to become our last stronghold north of the 38th Parallel. The only exit for our forces was an evacuation by sea. It was a time of bitter cold weather.

We were to remain there, giving continuous fire support until the last of our units evacuated the beaches on Christmas Eve. A defense perimeter was established around Hungnam creating a "No-Man's Land," which was under a continuous curtain of fire power by our ships and aircraft, in order to safely evacuate our troops with as little loss of life as possible.

On December 24th, while being relieved for a short break from my duties, I stood topside on the main deck as our guns pounded the enemy. At the same time, our loudspeakers played Christmas carols.

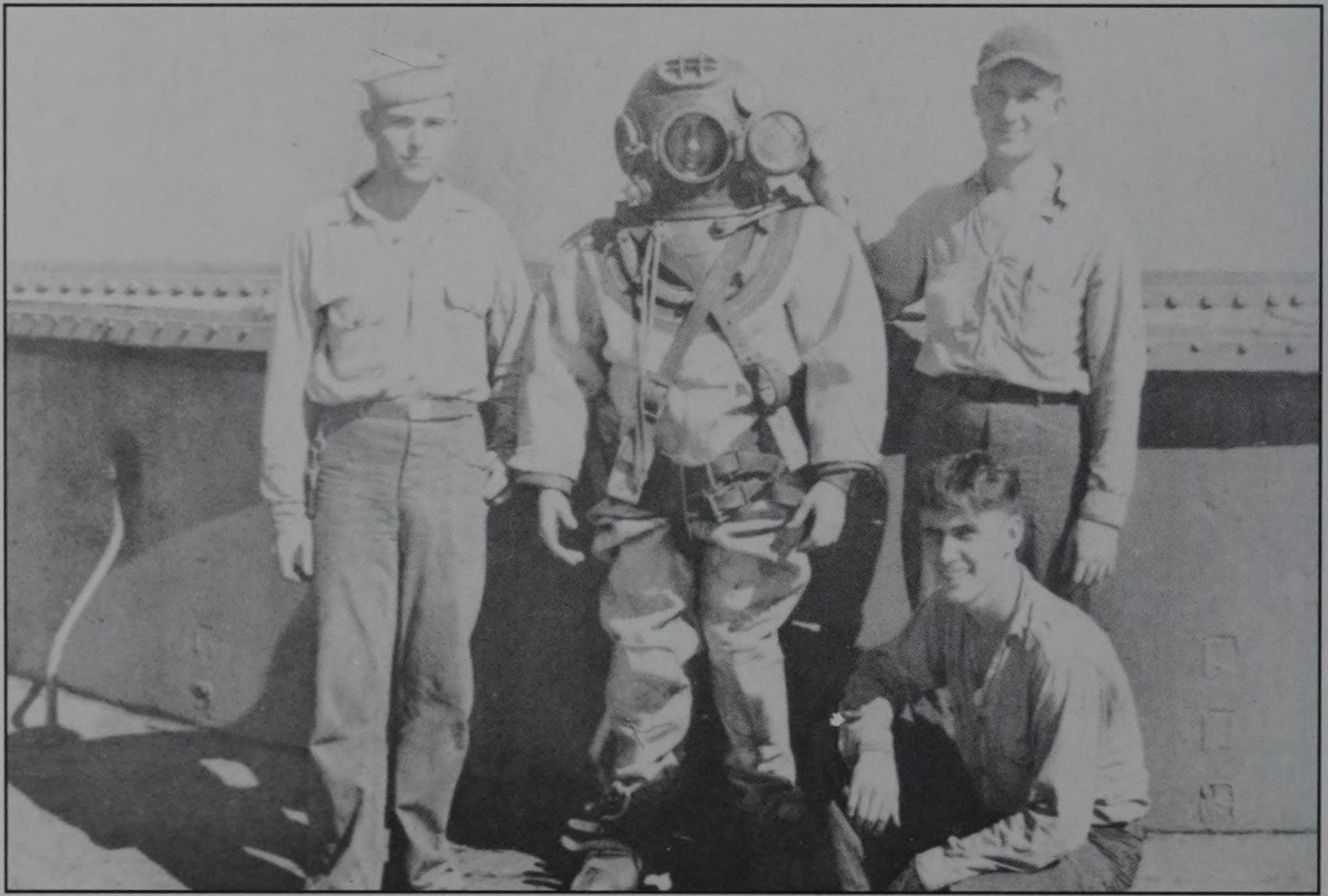
Row after row of ships of all kinds and sizes passed by, carrying our evacuated troops and allies. One of these ships passed extremely close to us, and I could hear the "Hip-Hip Hurrahs," "God Bless You," and shouts of "Merry Christmas!" by many grateful fellow Americans.

Tears filled my eyes as a wonderful feeling passed over my body, and it was at that moment in time that I realized something that would remain with me for the rest of my life. It was the realization that one of my greatest Christmas gifts was to have been born in America, the greatest country in the world.

I was in an area that knew neither peace nor good will that Christmas of 1950, and yet I was able to help give a gift of life to so many fellow Americans for many happy Christmases to come.

USS New York, "Shellbacks" crossing equator in 1945. (Courtesy of H.R. Shorty Reynolds)

On board the USS North Carolina (BB-55) at the Majuro Islands. 1945. L to R: Max Harnish, Joe Kriz, Bob Celustka, Bob Jungklas, and Harry L. Arnest. (Courtesy of Harry J. Arnest).

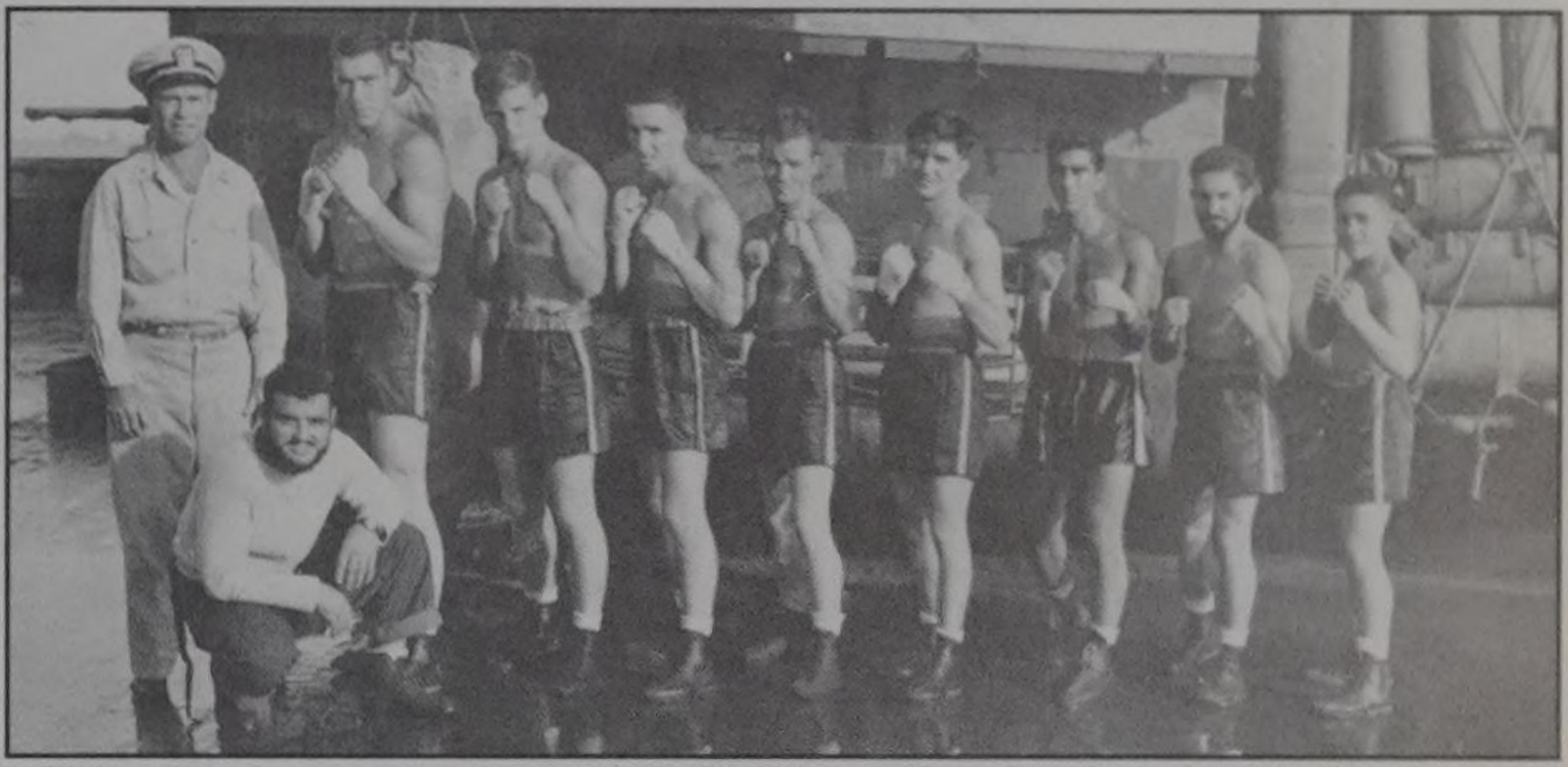


L to R: Wade Cunningham, Maxwell Merritt, R.F. Smith and kneeling Jess Dennis. Late 1944 aboard the USS Pennsylvania (BB-38). (Courtesy of Jess Dennis)

January 8, 1945. 11th Division. L to R: Top Row: Warhol, Pavlak, Caro, Rocccia, Lambin, Hall. Third: Feia, Guillemette, Krzyzanowski, Kickox, Scotti, Dubsky. Second: Ginolfi, Carlson, Abakan, Leonard, Deresky and Carricra. Bottom : Burns, Comie, Weston, Calabrese.

All Marine Pulling Whale Boat Crew, 1941, USS Tennessee. L to R: Sitting: "Gunny" Stark, Warren K. Flood. Squatting: Malswoski, Chester R. Okonski, William H. Bohlen, Jr., Theodore J. Pichalski. Standing: Harold F. Baker, Linwood Jones, David Bettencourt, DeCloss, George S. Morris. (Courtesy of George S. Morris)

Front L to R: Kottleman, Johnson, Labanski, unknown, Solway. Back: L to R: Barbose, Whipp, Bouley, Pitts, Ross, Goulding. USS South Dakota (BB-57) Softball team off the coast of Okinawa. (Courtesy of Don Ross)



USS South Dakota Boxing Team, 1944-45. N. Buccellato, kneeling, Cheif BTSN Thompson, Ray Stevens, Bill Fluhr, Ed Maykut, T.N.T. Weber, Phil Carter, Jim Atbie, Danny Corea and Gil Arbiso.

WHY I LEFT THE *NEVADA* AT OKINAWA

By Eugene M. Wright

The *Nevada* was cruising along slowly off the shore of Okinawa on March 27, 1945, as the dawn came up chill and muggy, when the reports of many "Bogys" (unidentified or enemy aircraft) were coming into the fleet area. I was standing the four to eight watch as boatswains mate at the break of the deck. I pressed the intercom and received an answer so I requested, "Do you want to sound air defense?" The man on the other end said, "Hold on while I check with the officer of the deck." Then the duty Officer of the Deck sounded, "All hands man your air defense stations, all hands man your air defense stations," followed by the air defense bugle call and the ringing of the general alarm. I immediately sounded all hands on the boatswains call and again passed the word, "All hand man your air defense stations." The *Nevada's* own anti-aircraft batteries started shooting at a plane coming in on the port quarter, which was also taken under fire by several other ships, and he crashed off the port beam. Immediately the starboard battery opened up on another and the sky was blotched with five-inch shell bursts and as he closed to 40/20 mm gun range, he glided into the ocean and exploded. The Japanese aircrafts started falling like flies as they came into the ship anti-aircraft fire. Although much had been published about the Japanese "Kamikaze" (suicide pilots), this was the first time I had seen them in action. A monoplane came in on our starboard bow and after aiming at other ships, he turned and headed straight at the *Nevada*. He was coming in high, at about an 85 degree angle, broad on the starboard bow. All the anti-aircraft batteries took him under intense fire, set him on fire, and yet he was still aimed straight at the bridge. Suddenly his right wing tore off and he spun aft and hit the starboard side of the maindeck about 40 feet aft of the break of the deck.

I saw him coming and turned left and remember nothing, until I came to in the emergency medical station, on the main deck, just aft of the laundry. The corpsman cutting off my right sleeve was a shipmate of many months. He looked me straight at me and said, "Who are you?" I said,"I am chief boatswains mate Wright, you know that." I reached up with my left hand and wiped my face and he said, "We thought your face was destroyed because of the blood and prowed flesh on it." It seems that when they carried me in I had the flesh from my shipmates smeared all over my face. The corpsman got my jacket cut off and found that the right arm and elbow were a mess,with right ring and little finger gone and the middle finger badly broken between the knuckle and first joint and my right foot and shoe were missing. All wounded were cleared and cared for in about 20 minutes. They loaded me into a stretcher for the move down to the main operating room. As they tipped the stretcher to go down the ladder through the armor deck, I slid down and jammed my stump into the lower end and passed out again. I awakened in a sick bay bunk, with Boatswains Mate 1C Drum, from the master at arms division, leaning over me. He said, "You have been out for a day and should eat something. What can I get you?" For some reason I said, "Some peaches." He left, and soon came back with a whole can of cool peaches and sat there and fed them to me. I have always like cooled peaches and peach juice ever since.

The Kamakaze was carrying a bomb which exploded on the chief petty officers quarters and the rest of the aircraft pinwheeled on down the deck. The impact was also on the corner of a shield for two 20 millimeter guns, and one mount was blown aft and knocked the left wing off one of my spotting planes sitting on the catapult. It was 0622, and the crew had the fires from the bomb and aviation gasoline out in about five minutes, and the dead were being moved aft of turret four and all the wounded were moved to an emergency medical station on the main deck forward, just aft of the laundry. The wreckage on the main deck starboard side was extensive, with the area of the 20 mm mount being completely mangled. The gunners on this mount stayed on their station, shooting at the plane until it landed on them. The starboard side of turret three barbet and guns were pocked by fragments and vents and rails around the area were destroyed. Scattered at the foot of the ladder into turret four was his machine gun and hundreds of rounds of ammunition. The pilot was thrown clear of his plane and his remains rested against the hatch coaming which leads down into the chiefs quarters. After all intelligence information could be gleaned from the wrecked aircraft, it was pushed over the side and cleanup started in earnest.

Myself, with a number of other amputees, would survive because the current medical practice is to use what is called a guillotine operation. The wound is cauterized and cleaned up, packed with sulpha powder and bandaged with the end still open. Massive doses of penicillin are given and with the sulpha powder, infection is prevented. The final and cosmetic operations are done on the hospital ships or rear area hospitals where specialists are on duty. Early evacuation and treatment are a key to final recovery.

Myself and my wounded shipmates were taken off the *Nevada* at Kerama Retto anchorage on March 29, and were transferred to the hospital ship USS *Solace*. The cleanup and setting of my right elbow were accomplished immediately and I was placed in a lower bunk next to the nurses station. That night the Kamakaze pilots came into the anchorage and flew right over the *Solace* without hitting her. One nurse sat on the deck next to my bunk kept telling me, "Don't worry chief. They aren't going to hit us because we are lit up and marked as a hospital ship," All I could think was, Boy, what a beautiful target.

The USS *Solace* made a speed run to Guam and I was transferred to Fleet Hospital 101, over the roughest roads man could build. I was then flown to Hawaii, where I spent time at the Aiea Heights Hospital. I was then flown to the Alameda Air station in California (the good old USA) and then shipped up to the amputee center at Mare Island Hospital. After many months and more operations I was given a disability discharge on July 4, 1946. I got in my ten years and 21 days in the Navy, but my real enjoyment was spent on the good old USS *Nevada* (known before the war, and will always be to me), the CHEER-UP-SHIP.

BORN FOR BATTLE

By Leo Drake

The USS *North Carolina* was born for war, and this was the only life she knew, the life of battle. She was just a little over four years old when Japan surrendered.

The *North Carolina* was the first new battleship to be built in 19 years, and I had the distinction and great privilege of putting her in commission. After many months of shakedown, trial runs and structural firing of her 5-inch and 16-inch guns, it was gunnery practice, practice, and more practice every day. December 7, 1941 found the *Carolina* back in the Navy Yard, Brooklyn. When Japan struck Pearl Harbor, it was a shock to all, even though we knew sooner or later we would be in it. We were training for that eventful day, and it just happened to come sooner than expected. After several more months of rigorous training, we were ready. Well...as ready as could be expected. With our task group, we set sail for the West Coast via the Panama Canal. We arrived in San Francisco, July 3, 1942, then on to Pearl Harbor on July 11. We stayed at Pearl a few days for R & R. On July 15 we set sail for the South Pacific. We arrived at Tongabutu on July 24. We soon put together a task force of carriers, cruisers, destroyers and troop ships, along with all necessary support ships, for the invasion and occupation of a then unknown island called Guadalcanal in the Solomons. On August 7, 1942, what started out as a fun thing soon turned into a long bloody battle lasting well into 1943.

On August 24, 1942, while operating with task force 16, which consisted of the carrier *Enterprise*, four cruisers and 11 destroyers, our task force was attacked by a Jap Air Force consisting of 60 planes, about 45 divebombers, eight torpedo planes, 12 high-altitude horizontal bombers and many fighters. Bombs were falling all around us. Some came as close as 15 yards.

The *Enterprise* was hit with three bombs just aft of the conning tower, port side. From my battle station, in spot one, I was following the attack on the *Enterprise*. I saw the bombers start their dive and then release their bombs. I followed the flight path of the three bombs right down to the moment of explosion. The Big "E" was soon on fire, and all hell broke loose. Men were blown over the side from one of the gun mounts. During the heat of the battle the *Carolina* threw up such a barrage of AA fire the *Enterprise* inquired of her over TBS "*Carolina, Carolina*, are you afire?" She was afire–afire with the determination to destroy the enemy. We suffered no structural damage, but lost one gunner who was killed by a plane which strafed the battleship. Several men were temporarily deafened from the exploding bombs and the continuous crack of the five-inch AA guns firing. During this action we shot down seven enemy planes, and many probables.

We operated in the Solomon area in support of the landings, and to stop the Japs from supplying and retaking the Islands. Then on September 15 hell broke loose again. A Jap sub slipped one of those long lance torpedoes into us. I had just secured from GQ, and was standing on the second deck near the fire control tower, Spot Three. My battle station was Radar Director Trainer Spot One, the highest point on the ship, 105 feet above the water line. As I stood with a small group of shipmates looking at the carrier *Wasp* of our task group, which was about 2,500 yards on our port beam, she seemed to have a lot of smoke on and about the flight deck. I thought that *Wasp* was launching aircraft, and the smoke was caused from starting up the engines. However, I soon realized that I was wrong. The smoke, now smoke and fire, was engulfing the ship. Fire and smoke was pouring up through the elevator shafts, and the planes on the flight deck were catching on fire. A spread of three torpedoes fired from a sub wolf pack had hit the *Wasp*. Sailors began pushing burning planes over the side, and sailors were also jumping over the side. What a tragedy. We learned later the *Wasp* had sunk with much loss of life. During the process of watching the *Wasp* in her death struggle, we were struck by one of the long lance torpedoes. We were in a nest of subs just waiting for us. We received a TBS message from the DD-*Lansdowne*, which was protecting the *Wasp*, which said, "*North Carolina*, a torpedo just passed under us heading for you." Apparently there were two, for the *O'Brien*, another destroyer alongside the *Carolina*, just had her bow blown off. It looked like the *O'Brien* took a torpedo meant for us. The *Carolina* took immediate evasive action, but it was too late. We were struck 20 feet below the waterline, just under our armor belt. The explosion opened up a gash 32 feel long and 18 feet high, big enough to drive a Mack truck through, killing five damage controlmen trapped below, and blowing one man overboard. He was never found, only his broken telephone line was evidence of his being missing. The torpedo also sent a flash into her No. 1 Turret Handling Room, but the forward magazines were flooded to prevent any disaster. None of the damage kept BB-55 from keeping her station in formation at 25 knots. Her damage control parties eliminated her 5.5 degree list, in as many minutes. I was

A NAVAL CAREER

By Wm. Lee Vincent, BTC USN (Ret.)

Twenty years I spent in the Navy
Over the oceans smooth and wavy.
It all started in Nineteen Forty-Four
Back in the days of the second war.

Boot camp was hard work and fun
Marching and drilling in the Idaho sun.
Then two years aboard battleship "x".
To the Japanese we gave the hex.

Two more years in the Far East
A career didn't interest me in the least.
Discharge in hand I travelled home
Swearing I would never more roam.

Six years later the wanderlust called
The wife and children were not enthralled.
The Naval Reserve I joined in a hurry
Active duty I went to in a fury.

Two years aboard a destroyer escort
Seasick I became when it left port.
A short tour on a South Pacific Island
An advancement to 1st class now in my
hand.

And then on a transport time I spent
Nine trips back and forth to the Orient.
After that Nuclear Power School
The Navy needed a large personnel pool.

The next four years I served on Big "E".
Where a Chiefs hat was given to me.
Shore duty in Washington State at last
In the role of Security Chief I was cast.

The last two years in Amphib Force
Retirement was now near of course.
The wanderlust was beginning to fade
Under a tree I can sit in the shade.

The Navy to me was very good
It taught me all it possibly could.
But the best part of all is out of sight
I now get to sleep all through the night.

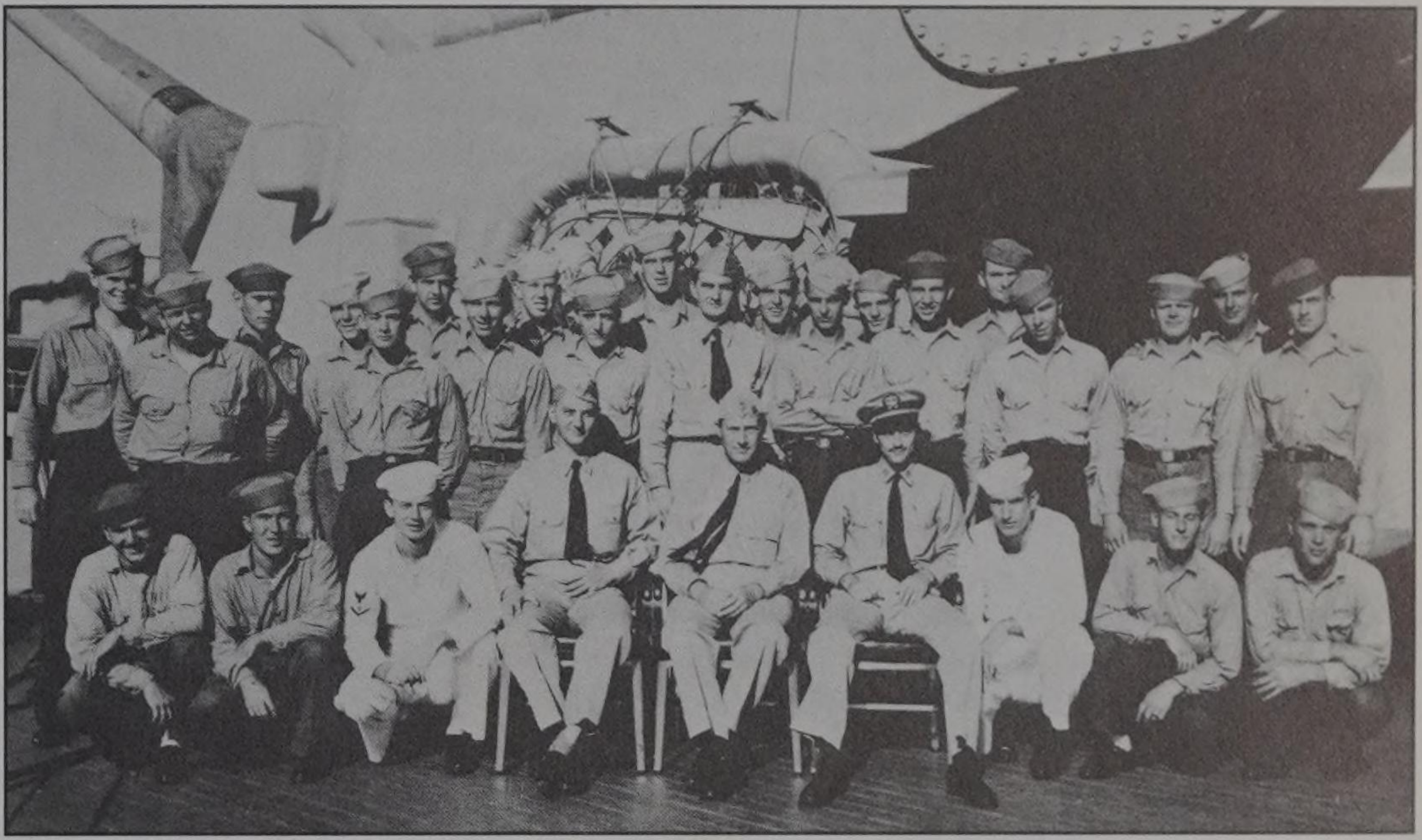
Equator Crossing, November 12, 1942. (Courtesy of Elmer Hitchcock)

L to R: Reynolds, Randazo, Swagart, Stewart, Cassel, Daniels, Roper and Pyle. Cleaning FO and Aft. 7A boat deck of BB-34.

so close to the explosion, the water and oil thrown up about a hundred feet into the air covered me before I could reach the closest door. I was scared as hell...

The *North Carolina* fought more than 50 separate engagements in the Pacific War, and received 15 battle stars for major engagements. We had many close calls and much excitement. Finally, on August 15, 1945 the *Carolina* got word to "cease offensive operations against the enemy." Japan had surrendered. The *Carolina* crew and the task forces present for invasion, had just witnessed a strange performance. Strike planes returning early from missions over Japan, jettisoned their bomb loads just outside the formation.

The long war was truly over at last, and the lights were turned on again all over the world. Our ship's losses were 10 men killed and 44 wounded.



N Division (Quartermasters) Commander William Bailey, navigator, USS Indiana (BB-58) Pearl Harbor Naval Base, 1943. (Courtesy of Wilbur A. Sterling)

STATIC ELECTRICITY

By Donald R. Ross

On May 6, 1945, off the shores of Okinawa, we were loading ammunition on the BB-57 from the *Wrangell*, an Ammo Ship. I was a talker to the Bridge, top side, starboard, forward, assisting the unloading operation. Suddenly, I heard an explosion from the forward ammo storage hatches that were open to allow the storage of 16" ammo powder and shells. I immediately hit the deck and then ran to the scene of the explosion, a hatchway leading to several decks below the ammo dump. The sprinkler system went off and started to put out the fire. For some unknown reason five 16" powder cans exploded in the powder magazine (Later the cause was determined to be static electricity). Men in the immediate vicinity were killed and many other injured including myself.

After the fire was out, the sprinkler system would not turn off and the ammo compartment started to flood. Finally, the water was turned off and we began to drain the flooded compartments by sending down submersible pumps from the main deck. Soon, the pumps began to malfunction and a request was made for a volunteer to go down into the "hole" and see what happened to the pumps. I volunteered.

A Chief Boatswain (Thompson) tied a line on me and let me down several decks to the ammo dump. I checked each pump, cleared away the debris in the dark and bloodied compartment and started to clear the last pump when a short circuit occured and I received an electrical shock and became unconscious.

Someone hauled me up and revived me. To this day, I don't know why the entire ammo dump did not blow up. I suppose our number just did not come up. It would have surely sunk the BB-57 and probably all hands would have been lost. Today, I still hesitate to be near electricity and seldom touch an electric light bulb. My wife always volunteers. Ed Maykut, a Marine on the BB-57 at the time, lives nearby and we have relived this experience over and over again for the past 45 years.

Aboard BB-57 20MM Gun. Donald R. Ross.

PEARL HARBOR REMEMBERED

USS *Arizona* (BB-39)

as remembered by Jack H. McCarron

Where were you on Sunday morning - Dec. 7, 1941?

Quarter-deck - *USS Arizona*

What were you doing?

Mustering for shore-patrol duty.

What were your first thoughts after the attack started?

I don't recall any specific thoughts - my actions were pure reactions to the call of "general quarters."

How did you survive?

Grace of God - and my guardian angel - along with the fact that my gun station was Mt #7 - 5"/25 top-side on the boat deck.

What do you remember the most about the attack?

Difficult questions to answer with specifics. At this day it seems odd that I removed my knickerchief and folded it and placed it nearby on the ammunition hoist before appending the hoist and ready box for Mt. 7.

What would you tell the American people today about that dreadful day?

That never again should the American people and nation allow itself to get into a position – military or economically – where another nation might consider another sneak attack such as December 7, 1941.

Were you hurt in any way because of the attack?

I received first and second degree burns on my face and hands which are barely discernable today - which is no doubt a "a miracle" - as stated by a doctor in base 8 hospital PATH.

Why do you suppose we were caught off guard and by total surprise?

Our lack of wisdom or intelligence in dealing with the problems that faced us as a nation. An accumulation of many dislocated facts that were not acted upon properly at the time as ascertained by what we now know. I only hope and pray that all our lines of military communication are tested daily and with frequent drills through to every echelon of command: from the White House on down to the tug boat in Subic Bay.

USS *California* (BB-44)

as remembered by Theodore M. Dixon

Where were you on Sunday morning - Dec. 7, 1941?

I Theodore M. Dixon Seaman Second Class was a crew member on board the *USS California*. I was a pointer on the 3"50 California A.A. on the navigation bridge, which also was my Duty Station as I was a gunner's mate striker.

What were you doing?

I was relieved from the 4-8 watch and I just finished eating breakfast when general quarters alarm sounded.

What were your first thoughts after the attack started?

How could something like this happen? After all, when we were in port we were supposed to be under the protection of the Army. When we entered the channel to Pearl Harbor all ammunition at the A.A. guns had to be struck below.

How did you survive?

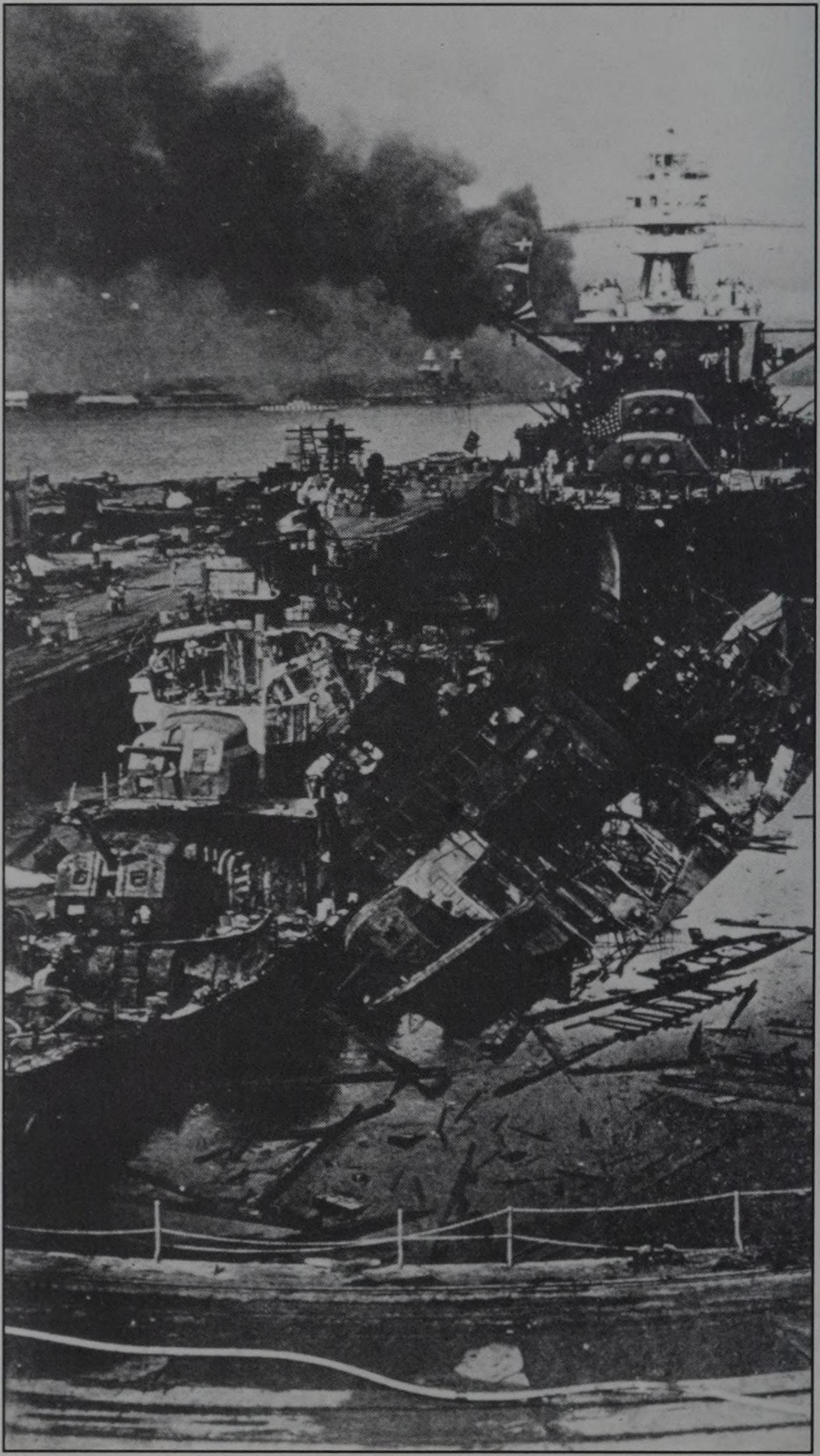
Our ship suffered one direct bomb hit, which set the ship on fire. We received two torpedo hits on the portside which caused us to start sinking. The harbor was on fire. The Captain asked our Gun Crew how many rounds of ammunition we had. We said four. He said to abandon ship. I went down to the Starboard Quarterdeck and dove over the side of the ship. I swam to Ford Island and an hour or so later returned aboard the California.

What do you remember the most about the attack?

After all the months, days, and hours of rigid training we received in port and at sea - it was all in vain. If only we had had some warning that the Japanese were coming, we could have given them a surprise.

What would you tell the American people today about that dreadful day?

Be alert. Don't trust anyone.



The USS Downes and the USS Cassin with the USS Pennsylvania in drydock at the Pearl Harbor Navy Yard, December 7, 1941.

Were you hurt in anyway because of the attack?
Not personally, but my family suffered great heartbreak.

Why do you suppose we were caught off guard and by total surprise?
No one paid attention to the early warnings. On Dec. 3, 1941, six battleships were on maneuvers at night. We had Main Battery Short Range Battle Practice. When we secured from General Quarters we had coffee and doughnuts. We were no sooner in our bunks when General Quarters sounded again. Then we were sent into Condition Two. The reason for that action was because three unidentified surface craft were picked up on radar. The destroyers were dispatched. Yet they found nothing. Thursday, December 4, we enter Pearl Harbor. Sunday, December 7, 6:53 a.m. the *USS Ward* sank a submarine trying to enter Pearl. Then at 7:03 a.m. they sank another one. At 7:02 the Army picked up on radar unidentified aircraft approaching the Islands. No one in the upper ranks paid any attention to any of these early warnings.

USS *Maryland* (BB-46)

as remembered by Walter T. Obermeier

Where were you on Sunday Morning - Dec. 7, 1941?
Serving in the battleship *Maryland* as a Firecontrolman 3/C. *Maryland* and *West Virginia* were the newest ships present and, with 16-inch guns, the largest. *Maryland* moored to quays alongside Ford Island, Pearl Harbor Naval Air Station, with *Oklahoma* tied up to us, outboard.

What were you doing?
I had just finished breakfast - meals at that time were served by "mess cooks" on tables in the living compartments. There were no cafeteria-style steam tables.

What were your first thoughts after the attack started?
As a South Dakota farm boy, I was totally naive about the political situation in the world. At the sound of bombing and strafing on Ford Island, a knowledgeable 4-year Seaman 1/C, Doc Williams, looked out a starboard port hole and announced that these were Japanese planes. At about that time "general quarters" sounded and the only thought was to get to battle stations.

How did you survive?
Within seconds after G.Q. sounded I was at my battle station, a rangefinder, taken from a German warship after WW I, mounted atop 16-inch turret #2. The first plane to drop a torpedo for *Oklahoma* passed strafing over our forecastle way below foretop level, so low I could see the pilot's face. Being of no use at that rangefinder, which was a surface instrument, I dropped off the turret and took cover under the turret counterweight, the rear overhang.

What do you remember most about the attack?
As the plane passed over, the torpedo hit *Oklahoma* on the port side. Immediately a column of muddy water shot a couple of hundred feet into the air and the ship began to list to port. Sailors started to slide down the starboard side into the water between the ships. *Oklahoma* rolled completely on its side in about seven minutes. I marveled at the explosive force of a torpedo. I think *Oklahoma* took about four torpedoes in all.

What would you tell the American people today about that dreadful day?
That even great nations are vulnerable when not prepared – the would-be conqueror recognizes only strength. Militarily, the United States was shamefully deficient compared to Japan. To be prepared costs less, in many ways, than to fight a war.

Were you hurt in any way because of the attack?
No. I wasn't even scared during the initial attack. It's as if you are watching through someone else's eyes. However, a little later when I went down to 3rd deck to help send up ammunition and all doors and hatches were dogged down, I was afraid then, remembering how *Oklahoma* had capsized.

Why do you suppose we were caught off guard and by total surprise?
Complacency, arrogance, personal feuding among high military officials in Washington and, above all, failure to provide the Hawaiian Military Commands with the information that was available. I understand that both Russia and England knew that the attack on Pearl Harbor was imminent: Russia by a Russian ship which passed in sight of the Japanese Main Force, and England by breaking Japanese communication code.

USS *Nevada* (BB-36)

as remembered by Virgil R. Cosgro

Where were you on Sunday morning - Dec. 7, 1941?
I was aboard the *USS Nevada* (BB 36) tied up the berth F8, Starboard side to the Quay. We were astern of the *USS Arizona*.

What were you doing?
I had taken a working party below decks to bring up to the main deck aft, a large awning to rig for Church services. We had just gotten it on deck as colors began. We dropped the awning to salute. At that moment I seen a plane drop a torpedo which I thought was going to fall into a motor launch of men. This is the first one that hit the *Oklahoma*.

What were your first thoughts after the attack started?
I could not believe that this was happening as no declaration of war had been declared. I was wondering if we could be able to repel this attack. I was very scared and confused.

How did you survive?
After the alarm was sounded, all hands General Quarters, I went to my battle station in Turret 4. A short time later our crew was called out to handle the mooring lines to untie the ship and also to bring in the gangway on the port side to get the ship underway. The *Arizona* had already blown up and the fire was very near the ship. I helped fight fires.

What do you remember the most about the attack?
After looking at the *Arizona* blown apart and the *Oklahoma* capsized, other ships damaged and burning, Ford Island's hangers and planes totally destroyed, it was hard to believe that this much damage could be done in such a short time.

What would you tell the American people today about that dreadful day?
The military has to be strong and prepared for instant action. The military has to keep ahead and keep developing new technology in this ever changing high-tech world. This country can not afford to be second best.

Were you hurt in any way because of the attack?
I was one of the fortunate ones, I did not receive any injuries.

Why do you suppose we were caught off guard and by total surprise?
The old myth that the Japanese were a backward people was not a nation to worry about. Their development of the torpedo that could be launched in shallow water. There probably was not enough co-operation among higher officials. Everybody blaming each other, and mostly I believe that we were out-smarted by the sneak attack.

USS *Oklahoma* (BB-37)

as remembered by Leon C. Kolb

Where were you on Sunday morning - Dec. 7, 1941?
At 14" gun turret station aboard *USS Oklahoma*. As a member of the number one gun turret, we bunked and had personal lockers inside the turret.

What were you doing?
Finished breakfast, standing by for regular in-port Sunday routine.

What were your first thoughts after the attack started?

Being down inside the turret not seeing the planes attacking, could not imagine what could be causing the ship to feel as if were blowing up from some type of explosions.

How did you survive?

Abandoned ship, diving off the starboard side and swam to an officer's boat adrift, which a large number of us rode into Ford Island on.

What do you remember the most about the attack?

How unbelievable it was and how much more nerve and power the Japanese had than I had believed.

What would you tell the American people today about that dreadful day?

Never trust or underrate your potential enemy.

Were you hurt in any way because of the attack?

No.

Why do you suppose we were caught off guard and by total surprise?

We didn't think the Japanese would dare to hit us at our strongest base and so far from their land.

USS *Pennsylvania* (BB-38)

as remembered by Verdie W. Whertvine

Where were you on Sunday morning, Dec. 7, 1941?

Aboard the Pennsy. Just got through breakfast and relieved the watch in Main Radio shack, which was four decks below the waterline. Just started copying codes, when hatch burst open, and the guys shouted - the Japs are attacking Pearl Harbor!

What were you doing?

My battle station was up in the main Forecastle tower which was 114 feet above the water line. I was relieved of Radio watch, and I went back up. Came out hatch on aft deck and started for the stairway. We were strafed by a low flying Jap plane who strew to roar of machine gun bullets into the wooden deck killing and wounding a bunch of sailors. The bullets stop just before it got to me, for the pilot had to veer off - otherwise he would get hit.

What were your first thoughts after the attack started?

The main mast. I saw his eyes - he was so close and as he veered off he waved at or to me. I was at the side of #3 turret. There were explosions and fire all around. I thought war was really hell and I had to man my battle station, which was getting reports of splashes from our seaplane and reporting them to main battery office.

How did you survive?

Yes, physically, but I had nightmares for 30 years from all WWII experiences. We were hit by a bomb in center of forecastle superstructure on starboard side. Believe it blew everything out from 4th deck up and #5 - 5"51 gun and mount.

What do you remember most about the attack?

How horrible it was and such a tragic waste of lives and sufferings, and a waste of everything. Wondering if I would survive the war - if I would be crippled for life, etc. What my mom and dad, my two sisters and families would think when the heard Pearl Harbor was bombed. My mom fainted when she heard about it.

What would you tell the American people today about that dreadful day?

To do everything possible to avoid wars, but support their government to be strong militarily, so an aggressor will not attack us. The Trident Submarines are our first line of determent. The 15th Trident Submarine will be the 600th ship in our Modern Navy and will be named *USS Pennsylvania.*

Were you hurt in any way because of the attack?

Only mentally.

Why do you suppose we were caught off guard and by total surprise?

We knew, but our leader did not act. Mini-subs were spotted and attacked. Flight of unidentified planes were spotted by Hickam Field and reported.

Since we were at peace and the Japanese ambassador was in Washington, D.C. I can relate to why we didn't react differently. We are peace loving people and thought the Japanese were more honorable and wouldn't stoop to a sneak attack.

USS *Tennessee* (BB-43)

as remembered by Paul H. Fields

Where were you on Sunday morning - Dec. 7, 1941?

I was aboard the USS *Tennessee* (BB-43). The ship was moored Starboard side to a pair of cement keys on battleship row in Pearl Harbor. The USS *West Virginia* was tied up to our Port side.

What were you doing?

I was in Turret III (three 14", 50 Cal. gun turret). Gunner mates slept on fold up scots in various areas within the turret. My area being the right gun chamber. Being Sunday morning, I was sleeping in — that was before someone yelled the Japs are attacking.

What were your first thoughts after the attack started?

Scared and mad! How could this be happening to us. We had trained so hard to combat almost all battle conditions.

How did you survive?

My battle station assignment within the turret was called "Roving gunner Mate." I would man stations and make necessary repairs as required. I was standing along side Right gun as the turret was being manned. When a bomb partially penetrated the armored turret top leaving a hole in the left gun chamber. The bomb, — a modified battle ship armor—piercing caliber projectile broke up as it hit the turret top but the bomb filler ignited and burned. After helping the wounded to the casualty collecting station in the lower powder handling room, I talked to the turret officer — requested permission to take a crew top side and man one of the 5" anti aircraft guns. That I did (port side gun) until the smoke and heat from the USS *West Virginia* drove us away. Then we manned one of the ammo lines and passed 5" ammo until the attack was over.

What do you remember the most about the attack?

How calm everyone was before and after the bomb hit the turret. The only sound was the moaning of burned personnel. Then — the shocker hit when I first stopped outside the turret to man one of the 5" guns. What I saw was smoke — flames high into the sky from the USS *West Virgini*a and USS *Arizona*. The USS *Oklahom*a rolled over. I thought then and even today — How could this have happened to our powerful battleships.

What would you tell the American people today about that dreadful day?

I was totally amazed at the destruction caused by a few bombs and torpedoes. How could a bomb penetrate the turret 5" armored top and how lucky I was and even now, that this bomb was partially deflected when it carried away the after mainyard and hit the top of the turret instead of penetrating the main deck through to the turrets powder magazines and causing the USS *Tennessee* to become another *USS Arizona.*

War is hell!! — Keep America Alert!

Were you hurt in any way because of the attack?

Received flash burns when bomb hit turret, and after the attack when cleaning up the damaged area of the turret some of the bomb filler which failed to ignite entered my lungs and caused my body to turn yellow —

followed with big blisters. Doctor said it was the Pic-ric acid in the bomb filler that caused this condition.

Why do you suppose we were caught off guard and by total surprise?
Complete break down in communications between U.S. Government officials and the Military Commands.

The general attitude in America was - Why should we prepare for war — no one will attack us.

The military thought we were ready but not so.

USS *West Virginia* (BB-48)

as remembered by Justin A. Anderson

Where were you on Sunday morning - Dec. 7, 1941?
I was aboard the USS *West Virginia* BB-48 tied up at Ford Island outboard the USS *Tennessee.*

What were you doing?
On watch in the galley making preparations for the noon meal. I heard explosions. I looked out and saw Hickam Field on fire. Jap planes were diving. I knew we were under attack. I heard General Quarters sounded.

What were your first thoughts after the attack started?
This is no drill - its the real thing. I thought "Andy remember your training and secure fires on ranges; man your battle station (Ammunition Supply) 3rd Deck. The ship was already listing. The 3rd Deck was knee deep in water and oil. Hatches (water tight) were dogged down. My thoughts were "How will we get out of here?"

How did you survive?
The water tight hatches were undogged. The damage control crew came down to counter flood the ship and set her down on even keel. The crew lifted us up to top side. At this time, we were informed that the Captain had given orders to abandon ship just before he was strafed and killed.

I helped load the boat out with wounded men and accompanied them ashore to Ford Island. We were strafed while unloading the wounded. Being well trained saved a lot of us.

What do you remember the most about the attack?
Hearing the explosions and seeing Hickam Field on fire. Being on 3rd deck, dogged down knee deep in water and oil, wondering if I would ever get out alive. Seeing the *Arizona* blow up directly behind the USS *West Virginia.* Also bombing of the USS *Downes* and USS *Cassin* in dry dock. Seeing my buddies dead.

Leaving the ship with a boat load of wounded, and watching my home for 10 years (the USS *West Virginia*) on fire and sunk. This was a lost feeling.

What would you tell the American people today about that dreadful day?
You can be proud of those who died and those who responded and reacted to that dreadful attack on Pearl Harbor. We have an obligation to work together striving to prevent such a horrible attack ever happening again.

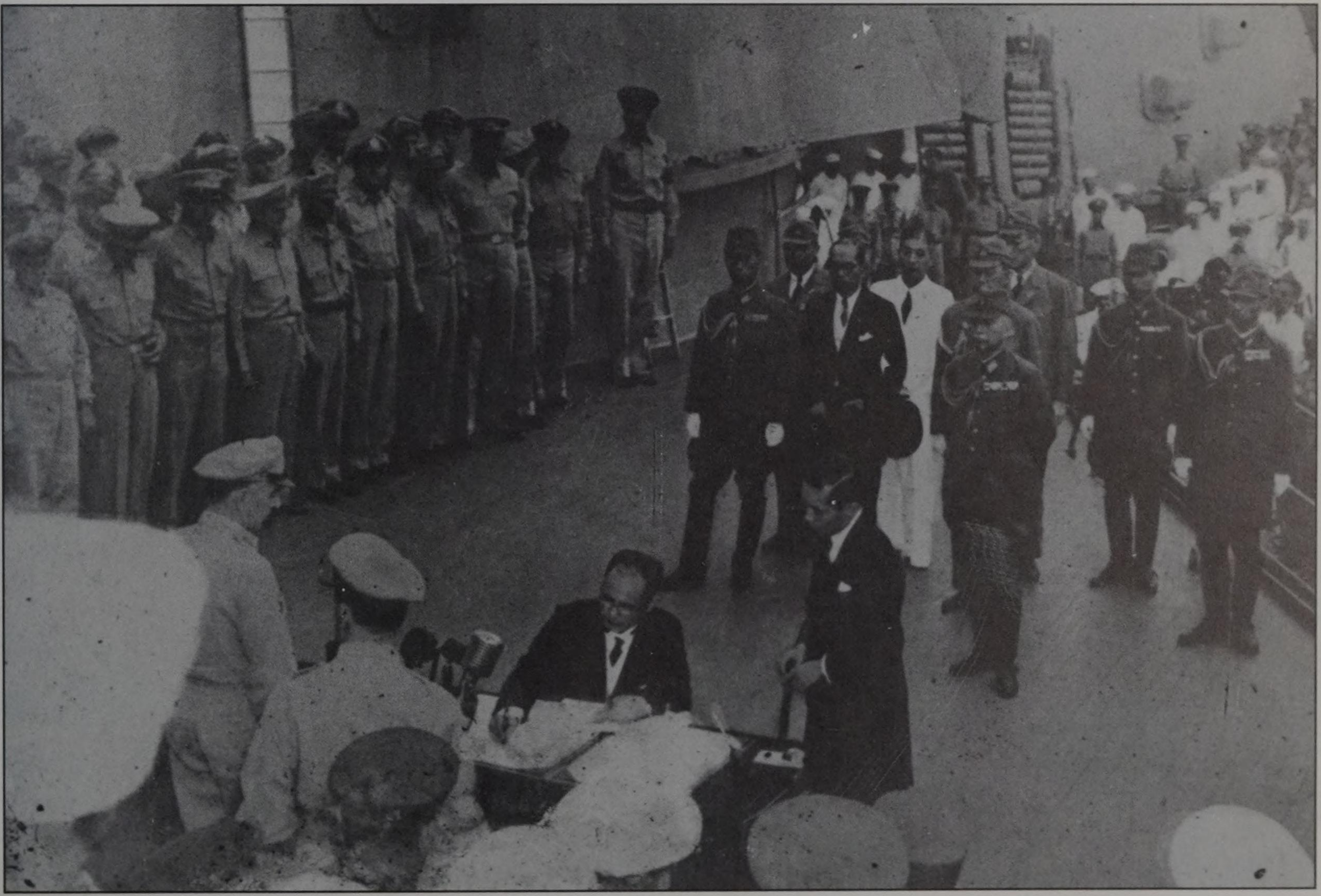
All of us should support our representatives in Washington who advocate a strong military force.

Were you hurt in any way because of the attack?
I was not hurt.

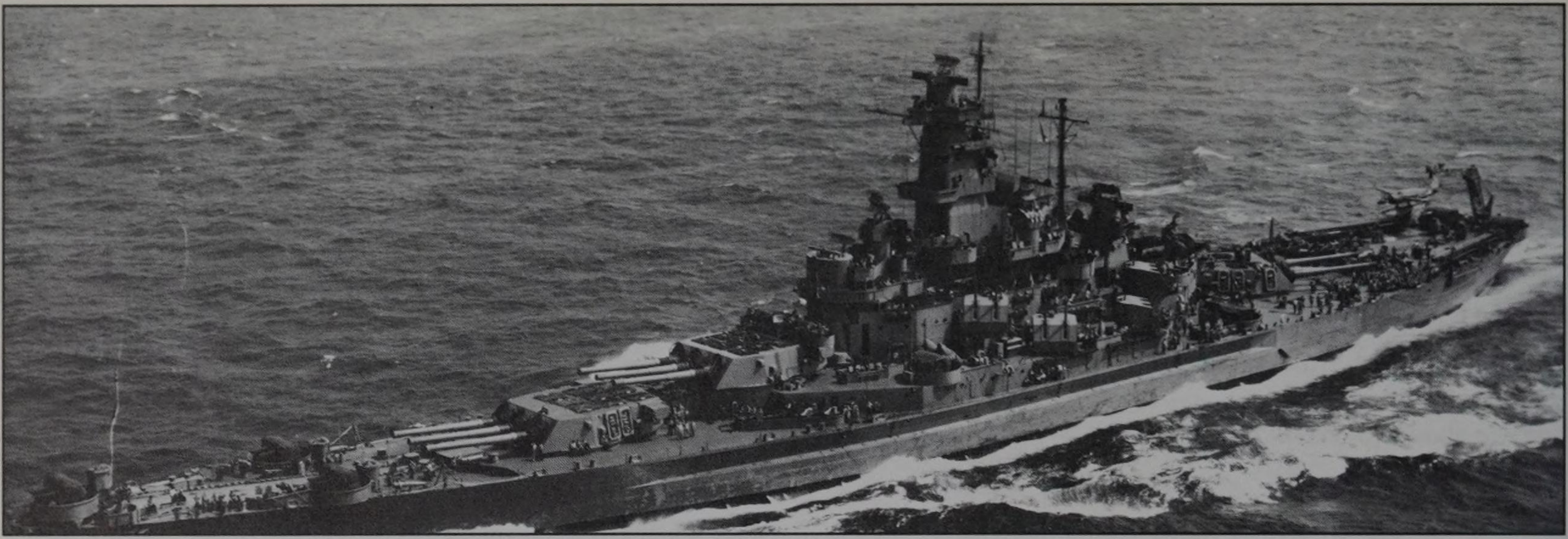
Why do you suppose we were caught off guard and by total surprise?
I believe that all the military intelligence, which may have been available in Washington D.C., was not passed down to the Pacific Fleet Commander.

It is true we felt an attack might happen. We were at sea for weeks at a time under strict security, training and alertness, returning to Pearl Harbor weekends for replenishment. We were physically and morally in good shape.

* Justin A. Anderson died on March 13, 1990.



The signing of the Japanese Surrender aboard the USS Missouri on Sept. 2, 1945 in Tokyo Bay.



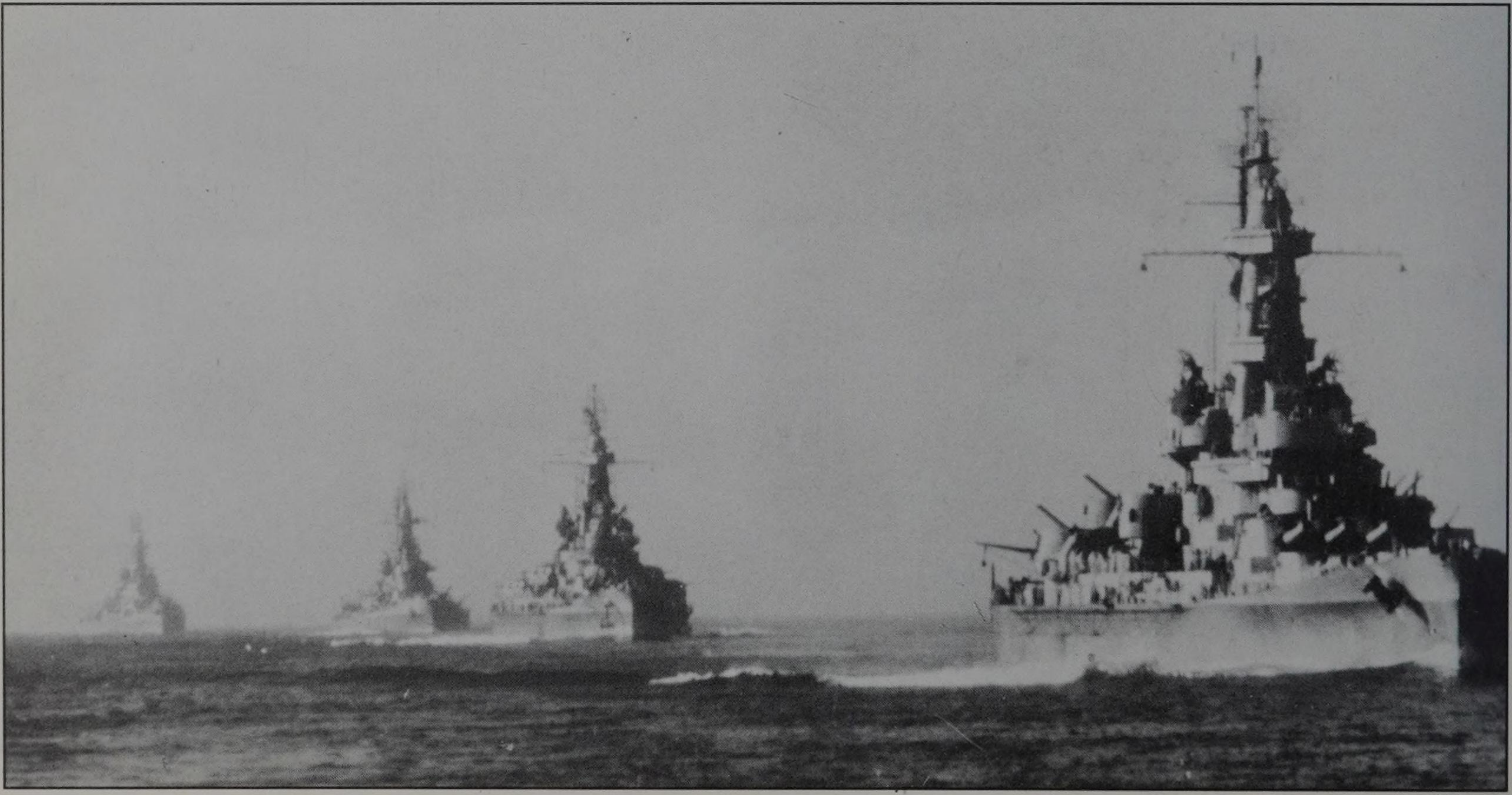
The USS South Dakota, one of eight battleships at Tokyo Bay at the signing of the Japanese Surrender.

It is a mere co-incidence we suppose but there were eight battleships at Pearl Harbor on December 7, 1941 when the WWII started with Japan . . .

There were also eight battleships present in Tokyo Bay on September 2, 1945 when the war ended with Japan . . .

PEARL HARBOR	TOKYO BAY
Nevada	New Mexico
Oklahoma	Mississippi
Pennsylvania	Idaho
Arizona	Colorado
Tennessee	West Virginia
California	South Dakota
Maryland	Iowa
West Virginia	Missouri

The USS Alabama leads a column of battleships into Toyko Bay on 2 September 1945.



A BRIEF HISTORY OF THE AMERICAN BATTLESHIP ASSOCIATION

The “ABA” was formed in April 1964 with International Headquarters in San Diego, CA. The reasons for forming this association was to memorialize the battleship and to perpetuate those officers and men who saw duty in any of the United States Navy’s 59 battleships. At the time of the founding of the ABA there were no U.S. battleships in our active Navy, nor did the possibility exist of ever having any of the remaining four return to active duty. The "ABA" is a fraternity of U.S. Battleship Officers and men.

Some of the more emminent persons who have belonged to the ABA through the years are:

Fleet Admiral Chester W. Nimitz, USN (Deceased)
Commander-in-Chief, U.S. Pacific Fleet, Chief of Naval Operations
USS *New York* (BB-34)
Holder of record for most active duty years in the U.S. Navy
Sixty-one (61)
1905-1966

Admiral Richard H. Jackson, USN (Deceased)
Commander, Battleships, U.S. Pacific Fleet
USS *California* (BB-44)
Lived to be the oldest admiral in the U.S. Navy, age 105
(1866-1971)

Admiral Arleigh A. Burke, USN (Retired)
Honorary President, ABA
USS *Arizona* (BB-39)
Chief of Naval Operations
Only admiral to hold this office for three (3) terms

BGen. James D. Hittle, USMC (Retired)
Assistant secretary of the Navy for Manpower and Reserves
USS *Washington* (BB-56)

Rear Admiral Ernest M. Eller, USN (Retired)
Historian
USS *Utah* (BB-31)

Comedian Bob Hope
Honorary member

Captain Donald K. Ross, USN (Retired)
USS *Nevada* (BB-36)
Holder, Medal of Honor for Heroic Action at Pearl Harbor T.H. on December 7, 1941

Lieutenant John W. Finn, USN (Retired)
USS *California* (BB-44)
Holder, Medal of Honor for Heroic Action at U.S. Naval Air Station, Kaneohe Bay, T.H.
December 7, 1941
of the 16 medals of honor recipients for action during the Japanese attack on Pearl Harbor T.H. only Captain Ross and Lieutenant Finn still live as of this writing.

Chief Torpedoman’s Mate Harry S. Morris, USN (Deceased)
USS *Kearsarge* (BB-5)
Historian
Holder of record for most consecutive years of active duty in the U.S. Navy as an enlisted man
Fifty-five (55)
1903-1958

Master Chief Gunner’s Mate Delbert D. Black, USN (Retired)
USS *Maryland* (BB-46)
The first Master Chief Petty Officer of the U.S. Navy

Actor Bob Hastings
Honorary member

ABA REUNION SITES

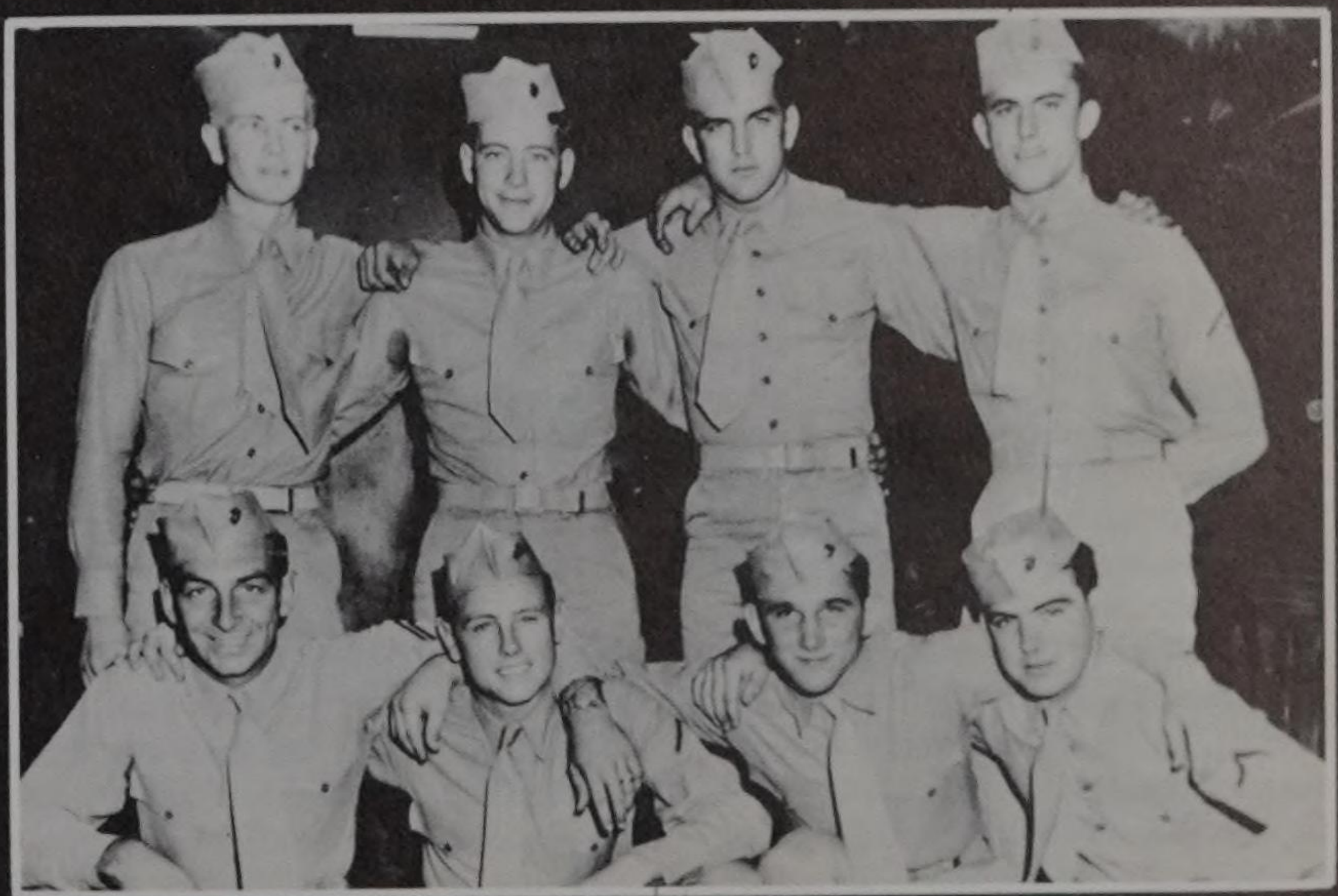
1964 - San Diego, CA
1965 - Long Beach, CA
1966 - San Diego, CA
1967 - Las Vegas, NV
1968 - San Francisco, CA
1969 - Seattle, WA
1970 - Chicago, IL
1971 - Boston, MA
1972 - San Antonio, TX
1973 - San Diego, CA
1974 - Anaheim, CA
1975 - Las Vegas, NV
1976 - Honolulu, HI
1977 - New Orleans, LA
1978 - not held
1979 - Sea Cruise - SS Emerald Seas
1980 - not held
1981 - Las Vegas, NV
1982 - Sea Cruise - MS Daphne
1983 - not held
1984 - Biloxi, MS
1985 - Fredericksburg, TX
1986 - San Francisco, CA
1987 - Honolulu, HI
1988 - Biloxi, MS
1989 - not held
1990 - USSR

S1c Joseph T. Pensker, who served aboard the USS California (BB-44) during WW II, represents the ABA at the Wreath Ceremony at Pearl Harbor December 7, 1988 aboard the USS Arizona Memorial.

USS Arkansas "C" Yeoman Division

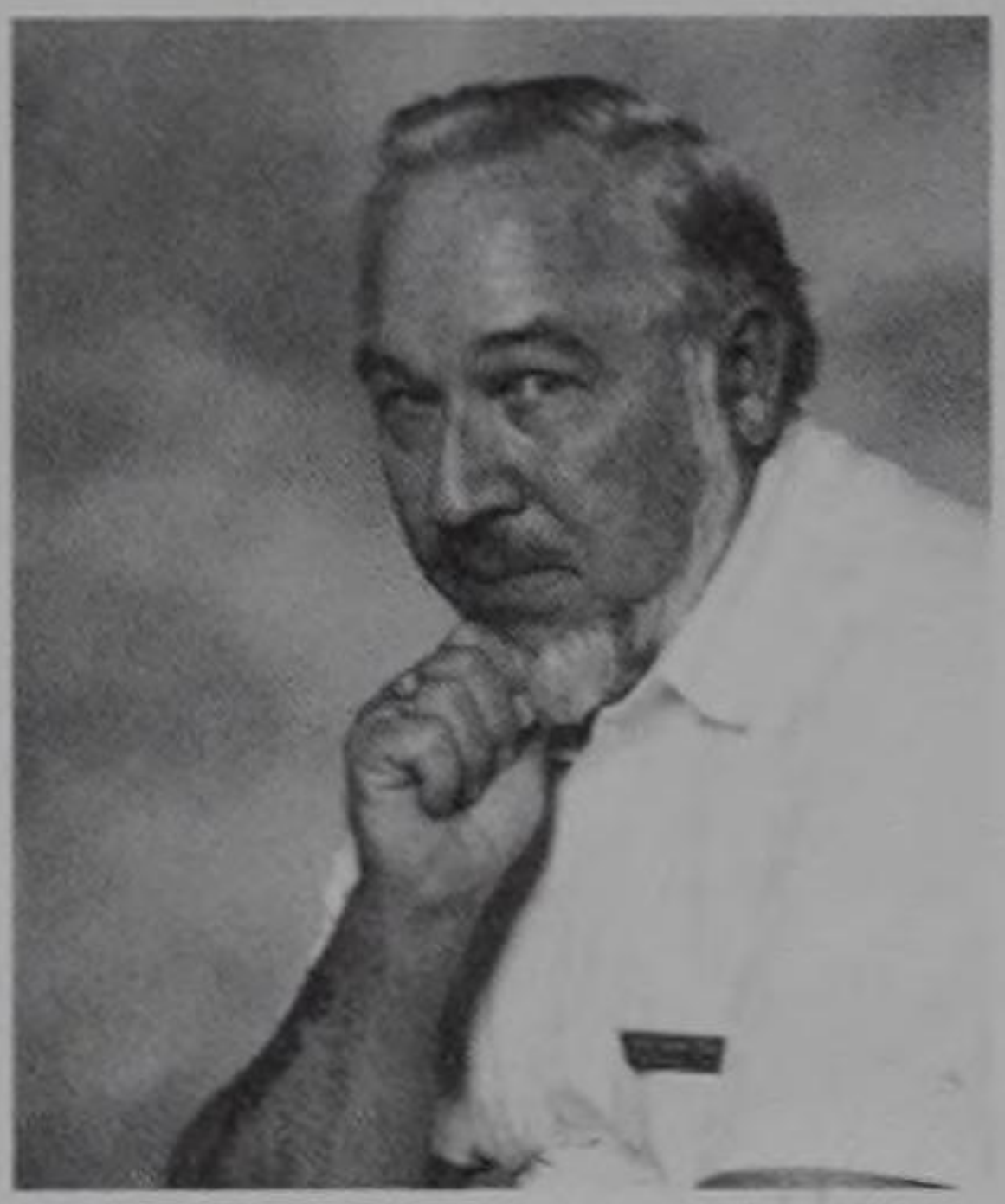
AMERICAN BATTLESHIP VETERANS

Publisher's Note: All members of the American Battleship Association and other battleship reunion groups were invited to write and submit biographies for inclusion in this publication. The following stories are from those who chose to participate. The biographies were printed as received, with only minor editing. The publisher regrets it cannot accept responsibility for omissions or inaccuracies within the following biographies.



Eight Texans aboard the USS Maryland (BB-46). (Courtesy of Ivy L. Pickett)

EARNEST Q. ADAMS, USS *Iowa* (BB-61), Chief Warrant Officer W-2. Born Feb. 2, 1934, Harlson Co., GA. Attended elementary school at Centralhattchee in Heard Co., GA. Attended high school in Booneville, MS. Enlisted in U.S. Navy Oct. 27, 1951. Recruit training "Boot Camp" at San Diego, CA. Upon graduation, ordered to USS *Iowa*. Deployed to Korea in April 1952 providing shore bombardment for various units of the United States Armed Services. Returned to Long Beach, CA in November 1952. Changed home ports to Norfolk, VA in November 1952.



Served aboard the following Ships and Stations: USS *Des Moines* (CA-134) 1954-1955; U.S.N.A.D. Oahu, HI 1955-1957; Pacific Reserve Fleet 1957-1958; Gunners Mate "B" School 1958; USS *John R. Craig* (DD-885) 1958-1960; USS *Helena* (CA-75) 1960-1963; USS *Shields* (DD-596) 1963-1964; USS *Columbus* (CG-12) 1964-1966; Fleet Training Center 1966-1968; USS *Saint Paul* (CA-73) 1969-1971; Fleet Training Center, San Diego, CA 1971-1974.

Retired GMCM-E-9, June 15, 1974. Presently employed by Naval Ordnance Station, Louisville, KY.

JOEL A. ADLER, USS *Wisconsin* (BB-64), SN 1/c, born July 9, 1933 in the Bronx, NY. Enlisted in the U.S. Navy May 14, 1951 at the Church Street Recruiting Station, Manhatten, NY. Sent to NTC, Bainbridge, MD for recruit training. Upon completion, requested the first ship going to the Korean War.

Assigned to the USS *Wisconsin*. Participated in all gun strikes and major operations on the Korean front lines. Wounded at Songjin, North Korea March 15, 1952 during operation "Package and Derail" when ship hit by 155 MM shell from an enemy coastal shore battery.

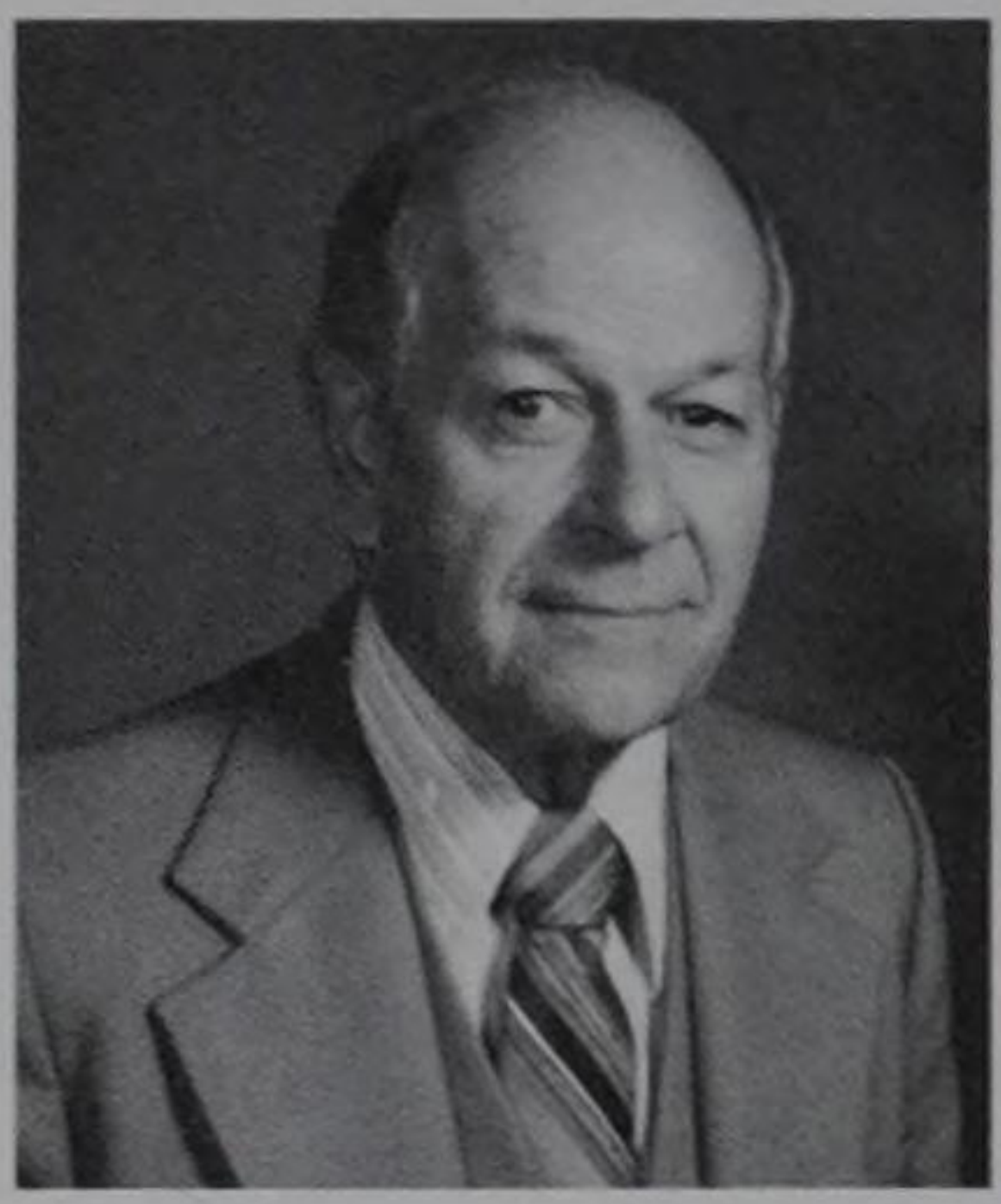
Transferred to USS *Vulcan* (AR-5), Diver training July 1952-December 1952. Transferred to USS *Aucilla*, (AO-56) Fleet Tanker January 1953-May 1954. Participated in operation Mariner in Arctic waters, also fleet operations in the Mediterranean, African and So. American waters. Discharged May 14, 1954 at Norfolk, VA. Employed as civilian in U.S. Government until retired from U.S. Air Force Reserve November 1988 at 55 years of age.

JOSEPH V. AIETA, USS *Wisconsin*, Lieutenant Commander USNR. Joined the Naval Reserve as a V-7 Midshipman in November 1940. Graduated from the First Class of Reserve Midshipmen at the United States Naval Academy on May 15, 1941.

In the fall of 1941, he was one of 12 officers selected to be trained in Naval Gunfire Liaison Operations. One other NGLO and he were the first officers to be christened in actual warfare in the invasion of the Solomon Islands in the Pacific in 1942.

In January 1944, he was ordered to the USS *Wisconsin* with temporary duty at the U.S. NAS, St. Simon's Island, GA for radar training. Shortly thereafter, he went to Newport, RI for pre-commissioning training of the crew of his division; K-division.

March 1944 he was sent for more C.I.C. Group training at Little Creek, VA and to Atlantic City, NJ. Returned to the USS *Wisconsin* and took part in the original commissioning ceremonies of the BB-64 on April 16, 1944 in Philadelphia. Inspections, gunnery drills, radar exercises left old and new hands impressed with new terms on the shakedown cruise to Trinidad.



They left Philadelphia after loading up with ammunition and stores for a long cruise. Passed through the Panama Canal locks stopping in Gatun Lake overnight. He was the Officer of the Deck while in Gatun Lake during one watch. With many Admirals and Dignitaries coming aboard to pay respects to their Captain, he held a very busy watch. Thanks to a tropical downpour, many of the honors normally accorded to Admirals and others were set aside for expediency.

October 1945, the USS *Wisconsin* along with Halsey's Task Force sailed under the Golden Gate Bridge to San Francisco for a triumphant return to the United States.

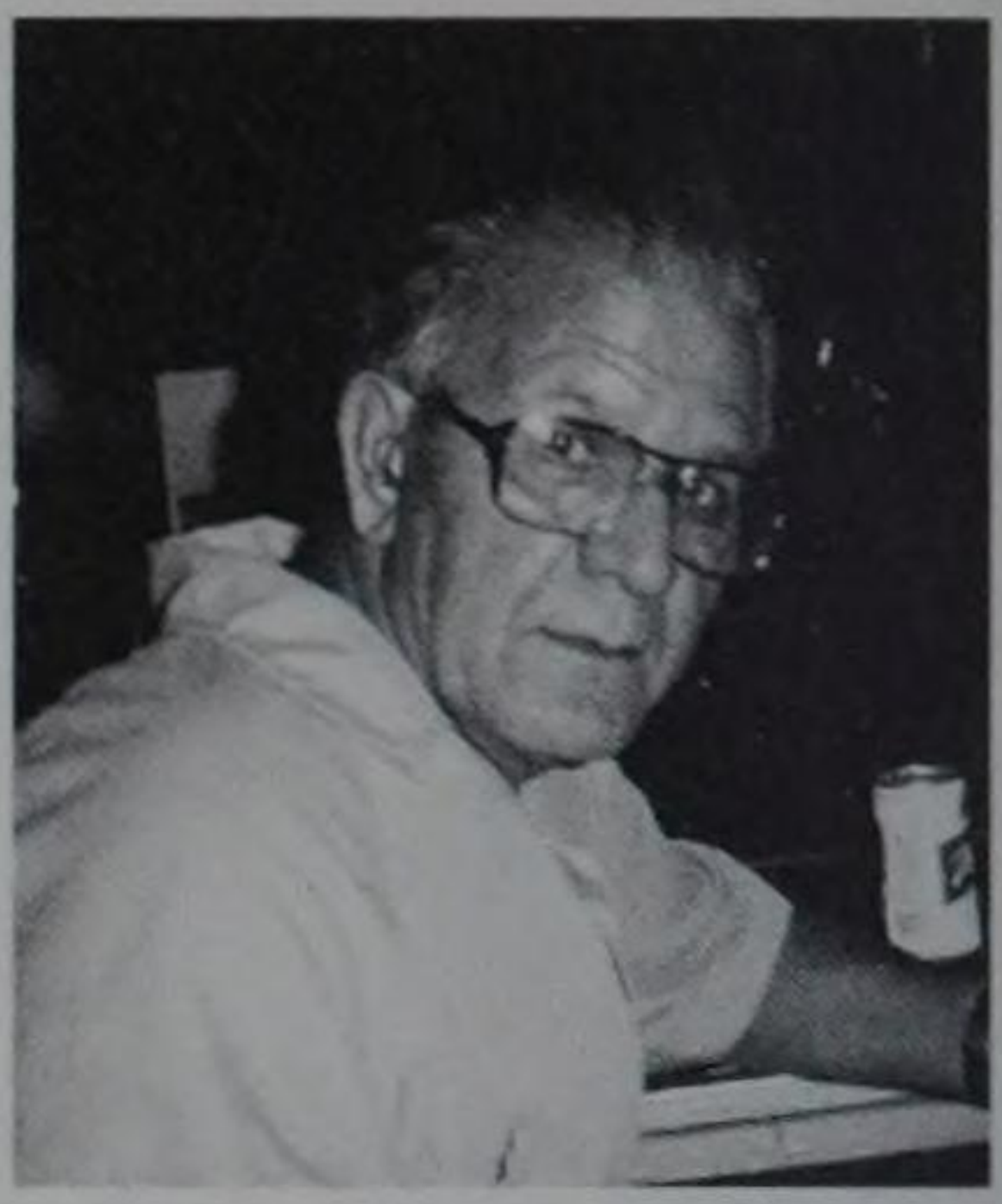
Awards: Presidential Unit Citation, ten Engagement Stars on Area Campaign Ribbons.

JAMES M. AIRGOOD, Lt.(jg), USNR, USS *Alabama* (BB-60), born July 29, 1920, Indiana, PA. Graduated Penn State University 1942. Employed 1942-44 and 1946-80 by Koppers Co., Inc. Graduated University of North Dakota 1948. Private, Co. A, 11th ARMY Inf. Training Bn., Camp Wheeler, GA, August 1944. Naval Training School, Hollywood, FL. (Officer Indoctrination + Tactical Radar) October 1944 through January 1945. Pacific Fleet Radar Center (RCM), Pearl Harbor, February 1945.

Reported aboard USS *Alabama* April 30, 1945 with assignment as a Tactical Radar Officer and JOOD. Routinely served as a Combat Information Center watch officer during Pacific patrols, support of occupation troops on Okinawa, typhoon off Okinawa, shore bombardment and destruction of aircraft and shore installations on the main Japanese islands of Kyushu and Honshu, and during entrance and anchorage in Tokyo Bay at the end of WWII. Served at the Naval Supply Depot, Mechanicsburg, PA following war's end; and was placed on inactive duty July 1946. Received the American Area Service Ribbon, Asiatic-Pacific Area Service Ribbon w/two Stars, and the WWII Victory Ribbon. At the Naval Supply Depot, met yeoman 2nd class, Gertrude A. Knott; were later married, and have daughter, Karen.

Retired from Koppers Co., Inc., Pittsburgh, PA as a senior staff engineer in July 1980. Now live with wife at Shell Point Village retirement community, Fort Myers, FL.

NOAH A. ALBAREZ, USS *Idaho* (BB-42), MM1/c, born Oct. 23, 1919 in Donaldsonville, LA. Enlisted in the Navy July 31, 1940. Recruit training, NTS, San Diego, CA. Went aboard the *Idaho* October 1940; while aboard, the *Idaho* took part in the following operations: Aleutians, Gilbert Islands, Marshall Islands, Marianas, Western Caroline Islands, Iwo Jima, and Okinawa.



Transferred August 1945 at Okinawa. Sent to Tampa, FL, assigned to duty on the USS *Amphion* (AR-13) where he spent the balance of his time in the Navy. Was discharged July 30, 1946 and returned home to Baton Rouge.

Retired in 1984 after 37 years of installations and repairs of H.V.A.C. Now spends most of his time fishing. That's another story, especially about the one that gets away.

CLARENCE J. ALBERT, USS *Missouri* (BB-63), Printer, Seaman. Born Nov. 13, 1930 in Norwalk, CT. He attended high school and joined the Navy in 1948 and served until 1951.

He was stationed in Norfolk, VA and served four years on USS *Missouri* (BB-63) battleship.

Clarence's memorable experiences are blasting North Korean and Chinese Communist Armies attempting to drive U.N. Forces into the sea during height of Korean War.

He was discharged in 1951. He divorced in 1984 and lives at P.O. Box 58, New Canaan, CT 06840. Clarence is employed as a police officer and hospital store clerk.

ANTHONY E. ALESSANDRO, (Tony), USS *Missouri* (BB-36), Seaman First Class; born Feb. 14, 1926 in Cincinnati, OH. Joined the U.S. Navy in July 1944. Served aboard the USS *Missouri*.

Memorable experience was being aboard the Mighty Mo' when Peace Treaty was signed in Tokyo Bay, Japan and the many lasting friends.

Discharged June 1946 and was in USNR in 1947 to 1954.

He and his wife, Marilyn, have four children and five grandchildren. Tony was head meat cutter, meat sales manager, and financial secretary of the meat cutter union. He retired Aug. 1, 1989.

Received American Campaign Medal, Asiatic Pacific Campaign Medal, WWII Victory Medal and The Navy Occupation Service Medal (Japan).

Was very proud to have served his country for many reasons. The most important one to him was representing his family. Alessandro's father came to America from Sicily and always wanted to show his appreciation of this great nation. Alessandro feels he helped him to do this. This contributed to a bond that lives on even though his father is no longer with him.

Know many service men and women went through much more than he. Alessandro's salutes these fine Americans and especially their lives for our great country and our way of life, which is "FREEDOM".

After service, played football for seven years. Weighed in at 150, was the smallest man on their team. Also played amateur baseball and softball in Cincinnati, until the age of 50.

Now spends much of his retirement on the golf course with 12 handicap.

Throughout his career travels, his wife and he have always returned to their hometown, Cincinnati. His mother, 90 years of age, still resides here and he is proud to say that his four children and five grandchildren haven chosen Cincinnati for their home also.

At their 15th Reunion of the USS *Missouri* Assn., he was voted President for three years. Alessandro is greatly honored and appreciative of the confidence his shipmates had shown in him.

BERNARD ALEXKNOVITCH, USS *Nevada*, CSC, USN Ret. Born Dunlop, WV. High School drop out. Shoeshiner, coal miner, dishwasher and short order cook.

Enlisted U.S. Navy, Perth Amboy, NJ (1940); Boot training Newport, RI. Served in USS *Nevada* (BB-36) 1940-1945. Pearl Harbor survivor. 1942 Puget Sound Navy Yard, Bremerton, WA. Repairs and overhaul, Gunnery School.

1943 Operation, Attu, San Francisco, Norfolk and Boston. Atlantic Convoy.

June 1944 D-day, Normandy, Cherbourg, Toulon and Marseille. Yard period Portsmouth, VA. Transferred to USS *Chemung* (AO-30).

Finished the war at the Sub Base, New London, CT.

1946 re-enlisted Brooklyn Receiving Station. Assigned to Roosevelt Roads, Puerto Rico.

1947 duty aboard USS *K.D. Bailey* (DD-713). Three "MED" cruises. Audience with Pope Pius XII Vatican Palace.

1949 married Rita Bonnette. Duty at Gitmo Bay, Cuba. 1950-1952 re-enlisted shore duty Portsmouth Naval Shipyard, Kittery, ME.

1954 Pre-commissioning detail Charleston, SC. Then to New Orleans, LA to commission USS *Excel* (MSO-439).

Home port Long Beach, CA. Served in Mine Sweepers USS *Warbler* (MSC-206), USS *Engage* (MSO-433).

1956 re-enlisted assigned to USS *Brattleboro* (EPCER-852). Home port Underwater Sound Lab. New London, CT.

1958 Recruiting School, Bainbridge, MD. Assigned to Main Station, Ashland, KY. Re-assigned to Branch Station, Beckley, WV.

1960 transferred to USS *Mullany* (DD-528) Home port, San Diego, CA. Hong Kong and Sasebo, Japan, Far East cruise. Returned home. Transferred to USS *Henry B. Wilson* (DDG-7). Pearl Harbor revisit and Far East cruise.

Re-enlisted assigned to Pre Commissioning detail Newport, RI. Then to Philadelphia Receiving Station to Commission USS *Joseph Strauss* (DDG-16). After commissioning patient at Naval Hospital Philadelphia, PA.

Discharged from hospital, assigned to USS *Hissem* (DER-400) Operation Deepfreeze 1963-1964 and around the world cruise.

Transferred to Fleet Reserve after 24 years active duty.

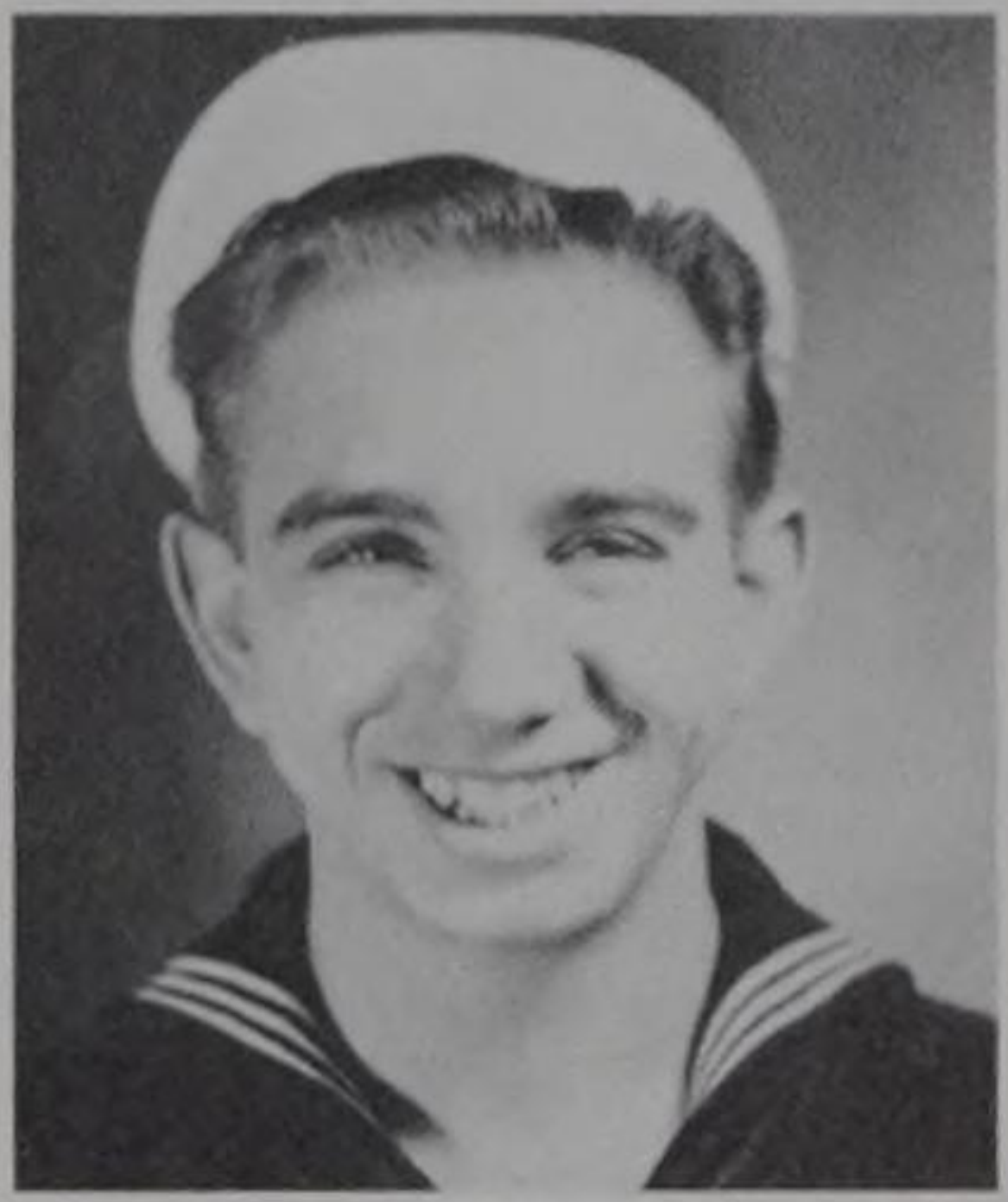
Life Member BPOE Lodge #97 Portsmouth, NH; V.F.W. Post #483; L.O.O.M. #110 Nashua, NH; American Legion Post #48 Hudson, NH.

Granite State Chapter Pearl Harbor Survivors Assn.

Four daughters, one son, eight grandchildren. Living the good life in New Hampshire.

CHARLES FRANCES ALLEN, USS *Pennsylvania* (BB-38), MM 3rd class, Service #608-44-67.

Born in Franklin Co., NY, June 3, 1921. The Navy had a new recruit in August 1942. Upon completion of boot camp at Great Lakes, he went aboard the USS *Pennsylvania*. His first assignment on board was the Aleutian Islands, where he remembers having 21 torpedos shot at them and all were misses. Was assigned to the #1 turret. Later he was transferred to "A" division. A short time later, while loading ammo an explosion occurred and everyone was killed in #1 turret. One night while on patrol, they got a sub warning and were told to do a 90 degree turn to port. A destroyer didn't make the turn and ran into their port side. Thank goodness there was little damage and no one hurt. Later they found out, the destroyer was carrying explosives. A while later he was transferred to 429 Mine Sweeper. He remembers hearing how the *Pennsylvania* was sunk and he cried because he felt she was the greatest battleship in the world.



Allen was discharged from the Navy in December 1945. Married Jeanne Keller in July 30, 1949, have four children and seven grandchildren. Today he is retired and living in Rochester, NY.

NICHOLAS JOSEPH ALTILIO, USS *Missouri* (BB-63), born Dec. 21, 1925, died Nov. 1, 1989.

Inducted March 24, 1944 and discharged May 13, 1946.

His Battle Ribbons include: American Theater Medal, Victory Medal and Asiatic Pacific Medal (three Stars).

Worked for the New York Telephone Co. for 40 years. Retired February of 1988.

Celebrated 40 years of a wonderful marriage on June 4, 1989. He was a loving husband, devoted father of four wonderful children and proud grandfather of seven. *Submitted by his wife Josephine Altilio*

ROY L. ALTON, USS *Arkansas* (BB-33), Y3/c. Inducted in the Navy in 1943 and completed boot training in Bainbridge, MD. Assigned to Inshore Patrol in Norfolk, VA in September 1943. Reported aboard the *Arkansas* Dec. 1, 1943 where he remained until February 1946 going to Bainbridge again for discharge.

On board the *Arky* did patrol duty in the North Atlantic and participated in the bombardment and invasion of Normandy, Cherbourg and Southern France in 1944. Returned to Boston for complete overhaul and then to the Pacific where she participated in the bombardment and invasion of Okinawa and Iwo Jima. With the war over she went to Puget Sound, Bremerton, WA for Navy Day and then returned to Pearl Harbor. After several trips between Pearl and San Pedro, CA, he left the ship in February 1946. "As I look back and have the entire period flash through my memory in a few seconds, I can truthfully say I enjoyed every minute and the *Arky* is, and always will be, a home to remember."

Returned to work at the U.S. Dept. of Agriculture and retired in 1982 as a Deputy Administrator. Is involved in the *Arky* reunions serving as President of the USS *Arkansas* (BB-33) Assn. Is a member of the ABA and Navy Memorial and is in contact with other Battleships and other ships Reunion Officers.

JOHN B. ALVARADO, Seaman 1st/c USS *Mississippi* (BB-41), was born Aug. 29, 1922 in Las Vegas, NM. Attended elementary school at West and Highlands High at East Las Vegas. Enlisted in the Navy during senior year and entered active service June 24, 1943 in Santa Fe, NM. Spent six weeks at San Diego boot training and on to Pleasanton, CA, to be assigned to serve aboard the USS *Mississippi* (BB-41) with the 1st Div. Served from 1943-1945.

On Oct. 16, 1945, docked in New Orleans, LA, on Navy Day, at the Bienville St. Wharf. After earning nine Battle Stars and the Navy Unit of Commendation, was honorably discharged and shipped by train to San Pedro, CA where he was officially discharged.

Returned to home in Las Vegas where his wife and four year old son awaited. Attended Highlands University for four years and earned a B.A. and M.A. Degree in Industrial Arts, Arts and Crafts, and Secondary Education. Served as Commander of the V.F.W. Local Unit 1547. Is actively involved in community work. For three years has enjoyed ship's reunions. They meet every June and recount old memories and renew old friendships. They have met in Arkansas, Texas, Mississippi and Louisiana.

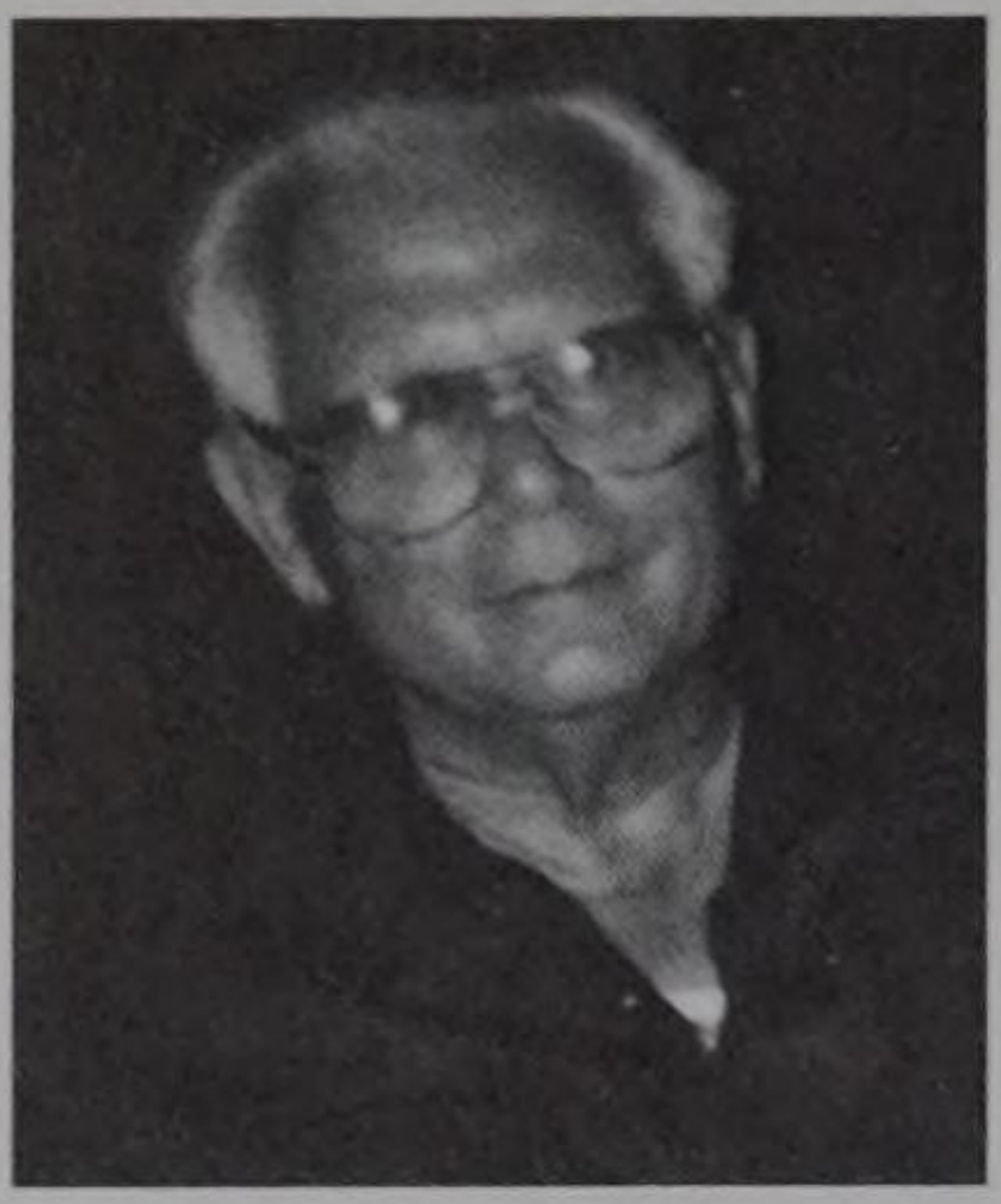
While stationed aboard the *Missy* took part in the following combat operations: Makin Islands, Kwajalien, Eniwetok, Marshal Islands, Toroo, Bismark Archepelago, Palou Islands, Philippines Islands, Okinawa and Saipan.

Raised a family of four children, Charles, Richard, Rosanne and Virginia all of whom are married and have families of their own. His wife and he have retired from 35 years of teaching and are enjoying traveling, grandchildren and life.

ALVIN W. AMY, USS *Maryland* (BB-46), RM3, born Feb. 23, 1921 in Lake Charles, LA. His father was a railroad section foreman and was transferred around the state frequently, therefore he attended six different schools in Louisiana but graduated from Opelousas High School (the Fighting Tigers).

Enlisted in the Navy on March 25, 1941. Attended recruit training in San Diego, CA. Also attended Radio Aviation Radio School at NAS San Diego.

Served aboard The *Maryland* from June 1941 to 1944. Was on the topside, forward, portside scuddlebutting with Dutch Holderline and Harley Guynn when the Japs attacked on that infamous Dec. 7, 1941.



Served in the 5th Div. until promoted to S1c, then decided he wanted to pursue radio again. Was transferred to the CR Div. and approximately four months later promoted to RM3c.

Desiring a smaller ship, was transferred to a new commissioned ship PC (C) 802. Where he served as radio man up to the time of his discharge, April 5, 1946.

After separation from the Navy, went to work for Superior Oil Company as senior accountant until December 1984 when he retired. Belongs to the USS *Maryland* (BB-46) National Veterans Assns. with Edward A. Davis as president. Also belongs to the Pearl Harbor Survivors Assn. Chapter #1 with Edward W. Jones secretary.

RICHARD AMSTUTZ, CS2, USS *Missouri* (BB-63), born Sept. 23, 1930 Lima, OH.

He completed three years of high school, afterwards attaining a GED diploma. He also passed PO1, PO2, and PO3 tests. After entering the Navy December 1948 he served on the USS *Missouri* (BB-63), Gen. G.M. Randall, and USS *Mongahela* (AO-42). During his time of duty he was also stationed at Green Cove Springs, FL Moth Ball Fleet.

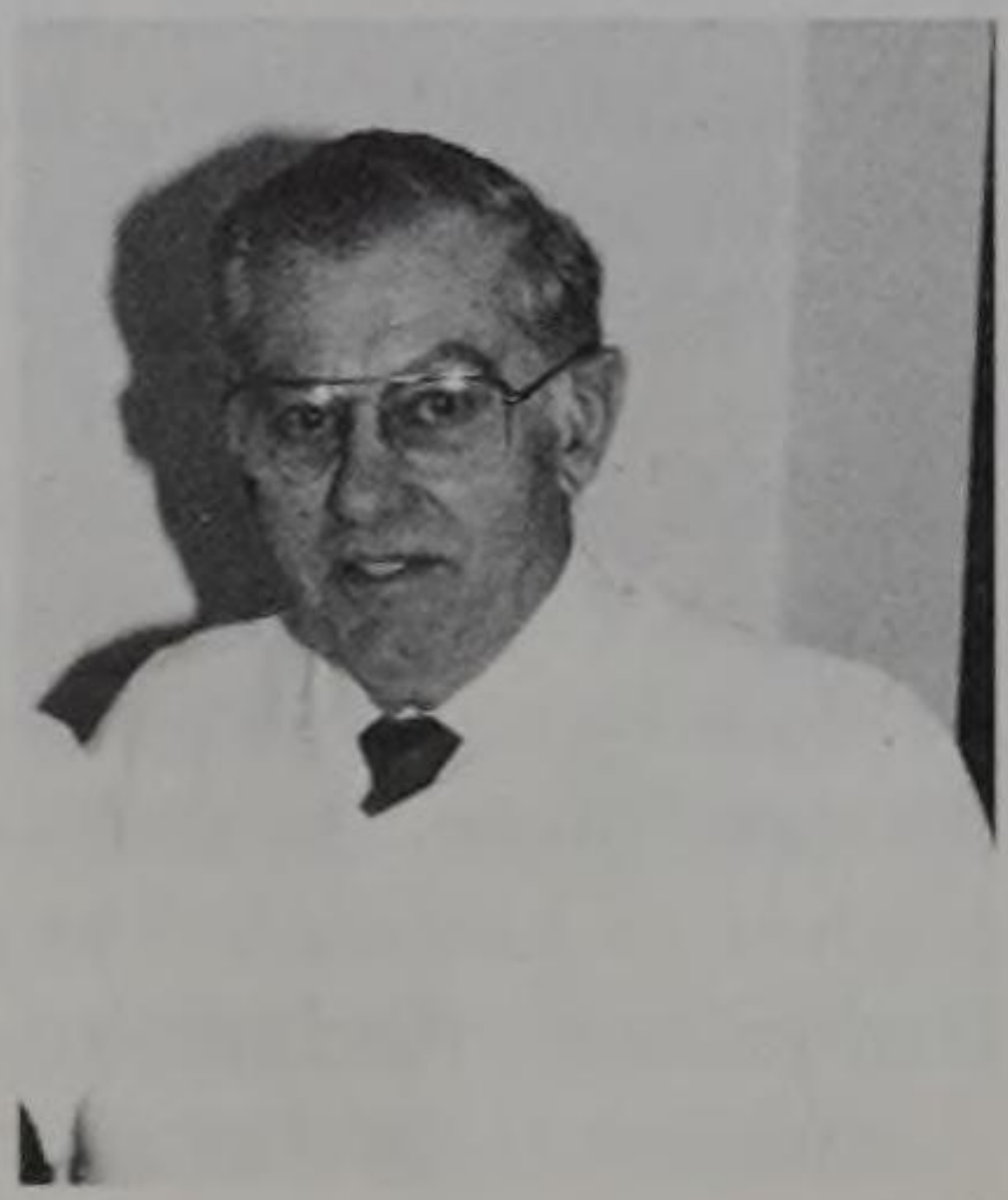
Richard was aboard the USS *Missouri* when returning from a tour of duty in Korea, ran upon a sandbar in Chesapeake Bay.

He was discharged Oct. 30, 1955.

He now resides in Van Wert, OH with his wife, whom he married Aug. 17, 1950. They have three children, and six grandchildren.

Richard is employed as a maintenance mechanic.

CARYL CURTIS ANDERSON, born May 5, 1919 in Sandwich, IL. Married in San Francisco, CA on Jan. 16, 1942 to Marjorie B. Kentzell who was born in San Francisco, CA. Joined the Navy July 3, 1940 at Aurora, IL. Took boot training July 3, 1940 at Great Lakes, IL. First Duty Station: October 1940 to Dec. 7, 1941 USS *Oklahoma* (BB-37) Sn.; 2nd Duty Station: Marine Barracks Lualuali Dec. 8, 1941 to September 1942; 3rd Duty Station: USS *Denver* (CL-58) 1942 to 1944 BM 2 USS *Tuscon* (CL-98) 1944 to July 15, 1946 BM2-BM1 July 15, 1946 to Oct. 7, 1950 USNR. Drove busses in San Francisco, CA. October 7, 1950 was called back to active duty. Was stationed in San Diego, CA in the rigging loft at the naval station from 1950 to 1953. 1953 to 1958 USS LSM-175. While on the LSM-175 attended Ship Handling School in San Diego, CA. 1958 to 1960 Recruiting Station in Santa Ana, CA. 1960 to July 15, 1964 USS *Columbus* (CG-12). Retired from Navy July 15, 1964. Retired with the rank of BM1.



After retiring from service, worked for American Pipe Co., Brea, CA for five years. Worked for Shapell Industries in Westminster, CA for nine years. Left California and moved to Oregon in 1979. Worked for Castle Custom Homes in Portland for ten years then retired.

In 1976 divorced his first wife. Married Constance Delp on Oct. 1, 1977. Had two sons by his first wife, Alan and Lance Anderson. Has five grandchildren.

JUSTIN A. ANDERSON, (Andy) CWO-4 USN retired born at Union, NE May 30, 1912. Enlisted in the U.S. Navy June 2, 1932 and received recruit training at San Diego, CA. Served on USS *West Virginia* ten years and was aboard Dec. 7, 1941 during the attack on Pearl Harbor. Other ships included the USS *Newberry, Kialua, Rockbridge, Amsterdam, Springfield, Lioba, Hyades, DeMoines, and Rigel, Short Stations* included SubGroup Three, Mare Island; Stockton Group Pacific Fleet, ComServlant Staff, Naval Mine Depot, Yorktown; Cargo Handling Battalion, Cheatam Annex, and Atlantic Reserve Fleet.

Retired Nov. 1, 1962 after 30 years service.

Medals include: Asiatic-Pacific Theater, American Defense Service, National Defense, World War II Victory, Good Conduct, Navy Occupation and American Campaign. Served as commander-Legion of Honor, Khedive Temple of the Shrine-Norfolk, Commander, Veterans of Foreign Wars, Post 3160 Norfolk, VA. Member American Legion Post, Union Nebraska, and 30 year member Fleet Reserve Association, Branch 60, Norfolk, VA.

RANDALL C. ANDERSON, USS *Pennsylvania* (BB-38), MM3/c, born Aug. 24, 1922 in Chicago, IL. Attended two years of college at Chicago Tech. Joined the Navy on Sept. 8, 1942. Sent to Great Lakes Naval Station for boot camp. After boot camp went by train to San Fransisco. Went aboard the *Pennsylvania,* which was going under reconstruction, at Hunters Point.

Received the following awards: Navy Unit Commendation, American Theater, Asiatic Pacific Ribbon with seven Stars, Philippine Liberation Ribbon with two Stars and Good Conduct Ribbon.

Was aboard the *Pennsylvania* until he left the ship at Bremerton, WA October 1945. Was sent to Great Lakes for discharge on Dec. 8, 1945.

He is married and has a son and two grandchildren living in Skokie, IL. Worked 37 years for Illinois Bell Telephone. Is retired as of January 1985.

ROBERT E. ANDERSON, (Andy), Seaman First Class, USS *Indiana* (BB-58). He was born in St. Paul, MN May 24, 1926. Graduated from high school in Minneapolis in January 1944. Enlisted in the Navy and left for Great Lakes Naval Training Station May 13, 1944. On completing boot camp he immediately went into outgoing unit and was shipped to Shoemaker, CA. Boarded the *O.H. Henry*, a troop ship of 1946, and proceeded there to Hawaii. While waiting in Hawaii to be assigned to a permanent ship, he went to Pacific Beach Radar and Gunnery School and then left for the South Pacific on the *O.H. Henry*. Not long after that, he came aboard the USS *Indiana* (BB-58) in September 1944. The day prior to boarding the USS *Indiana* crossed the equator zero latitude and zero longitude and he received the regular shell back initiation on the *Henry* and almost got the same dose again on the USS *Indiana*, but they acknowledged our King Neptune certificates and let us watch.

While on the USS *Indiana* he participated as a radar man in a mark 47 director crew in seven major engagements, including Iwo Jima and the air strikes on Tokyo. He was also privileged to be anchored in the bay next to The *Missouri* when the peace treaty was signed with the Japanese officials.

After coming back to the States he was reassigned to four APA ships to participate in a decommissioning of the same. After the second one was decommissioned he was shipped back to Minneapolis to the Naval Training State for discharge. May 1946 he received all ribbons and stars that go with a person serving in major engagements in the South Pacific that go along with an honorable discharge.

He attended the University of Minnesota in business administration. After a short time as a radio announcer in Mississippi he joined Minneapolis Honeywell in 1950 and spent 37 years in employment. During this time he spent 26 years in the Defense Div., the last 14 of them have been in the Underseas Weapons Div. He retired in December of 1986 as manager of facilities and services for the Under Seas Systems Division. Since his retirement he has worked one day a week working for Honeywell. Two days a week he spends doing volunteer work at Alice Smith Elementary School in Hopkins, MN. He enjoys the rest of his time with family, fishing and playing golf.

Wants to mention that in spite of what the old buddies aboard the USS *Indiana* thought, he did marry his high school sweetheart and they have six children of their own and have helped raise three foster children. He has 14 grandchildren and they have just celebrated their 43rd Anniversary and hoping to celebrate many many more. Wants to say hi to all his good buddies and the FA Div. who were aboard ship with him on the USS *Indiana*.

CHARLES E. ANGELL, USS *Colorado* (BB-45), Chief Gunner's Mate, born Nov. 23, 1916 in Tipton, IN. Served in the National Guards 1936-1938. Enlisted in the Navy, Jan. 8, 1940 in Cincinnati, OH. Boot training USNTS, Great Lakes, IL.

Served aboard the following ships and stations: USS *Colorado* 1940-1946; USS *Rendova* 1946-1949; ET School (Class "A" T.I.) 1949-1950 San Francisco; one year after graduating was promoted to Chief Electronic Technician; USS *Hector* 1950-1951; ET School Class "B" T.I. San Francisco 1951-1952; METU #5 (CSR-1) San Diego 1952-1955; METU #5A & 11 (CSR-1) San Diego 1955-1957; ET School Class "B" T.I. San Francisco 1957-1958; Fleet Training Group, San Diego 1958-1959. Transferred to the Fleet Reserve Sept. 29, 1959.

TRAINING STATION

Wounded at Okinawa March 1945. Returned to USS *Colorado* October 1945 at Pearl Harbor. Discharged Sept. 29, 1959.

Went to work as an engineer, Federal Electric Corp.

(ITT), on special projects (Submarines) for the U.S. Navy 1959-1966.

Civil Service - Employed at Ships Engineering Center, Philadelphia Naval Shipyard (Submarines).

Married Letha Brisendine Angell July 26, 1941. They have three children and five grandchildren. Retired in 1973.

JOHN ANTO, USS *Nevada* (BB-36), Commander USN, born Aug. 30, 1910, Manifold, PA. Attended school in Meadowlands, PA and high school in Washington, PA. Enlisted in the Navy in 1928. Attended recruit training in Norfolk, VA. On April 13, 1929, was transferred to USS *Nevada* (BB-36) serving in deck ratings on board USS *Nevada*. Was appointed Boatswain in January 1941. In June 1941 was transferred to USS *Navaho* (AT-64), based at Pearl Harbor. 1942 appointed ensign USN and executive officer USS *Navaho* (AT-64) operating independently under COMSO-PAC. Participated in landing at Guadalcanal and Solomon Islands. Provided damage control and towing operations to disabled ships which included USS *Saratoga*, USS *Chester*, USS *Portland*, USS *Chicago* and many others. USS *Navaho* (AT-64) was sunk by Japanese torpedoes at midnight Sept. 12, 1943.

Served on board the following ships and stations: 1944-1945 USS *ATR-15* commanding officer. Awarded Bronze Star for salvage and rescue operations during landing at Normandy, France; 1945-1946 commanding officer USS *Sciota* (ATO-30). 1946-1947 commanding officer USS *Nipmuc* (ATF-157); 1947-1951 ship control and damage control officer underway fleet training group Chesapeake Bay; 1949 promoted to Lieutenant Commander; 1951-1954 commanding USS (ARD-14) and ships department U.S. Naval Station G.C.S. Florida; 1954-1956 commanding officer USS *Skywatcher* (YAGR-3) continental defense (Radar) Atlantic Ocean; July 2, 1956 retired from Naval service with rank of Commander.

March 1957 was employed by city of Norfolk, VA as Civil Engineer. 1962 promoted to Highway Superintendent, retiring in 1977.

Enjoying retirement. Still active with golf, woodworking, gardening, and the general up keep and maintenance of home and yard.

DANIEL S. APPLETON, USS *Pennsylvania*, born Dec. 8, 1918 in New York City. Educated at USNA, 1940. Received Ph.D. from the University of California in 1978.

Joined the Navy in 1936. Attended service schools. Served on USS *Pennsylvania*, USS *John A. Bole*, USS *Chicago*, USS *Pasadena* and the USS *Bexar*. Also part of Com Des Div. 212 and Com Des Div. 1.

He achieved the rank of Captain and was discharged on July 1, 1970. He was married on April 13, 1942 and is still married. He has two children. He worked as an author in civilian life.

RUSSELL J. ARATA, Shipfitter 3/c, USS *Idaho* (BB-42) 1944-46, born April 14, 1920. Trade on board the *Idaho*, welder in the R Div.

Civilian trade, painting and home maintenance contractor.

Retired in the spring of 1985, and visited all 50 of these United States.

Hobby is amateur radio - KA3RRS are his call letters.

GIL ARBISO JR., (Half Hitch), USS *North Carolina*, USS *South Dakota*, storekeeper, supply office, born Stanton, CA. Graduated Anaheim Union High School, AA degree from Fullerton Junior College, attended San Jose State, Long Beach State and UCLA.

Wife Lydia and four sons. Worked agricultural/citrus field in Orange County. Worked through ranks of Douglas Aircraft Corp. to executive positions in accounting and engineering administration. Instrumental in chartering the Orange County Chapter of the National Assn. of Accountants - an accountant by profession.

Sailed aboard the USS *North Carolina* and served aboard USS *South Dakota*. Awarded 11 Battle Stars. Was in Ammo. Magazine when hit in Saipan by kamikaze plane (500 pound bomb) (not the drinking kind).

Now an agent and stock broker for a national insurance company, charter member of the American Battleship Assn., Boys Club of America, Loyal Order of the Moose #522, Member V.F.W. Post #8954. For recreational purposes - City Councilman, Mayor and Vice-Mayor. Between civic and military ventures and duties I grew over five feet!!

JOHN ELLIOTT ARCHER, USS *North Carolina*, born Jan. 8, 1921 in Prestonburg, KY. Graduated from high school. One year in aviation sheet metal school. Enlisted in Navy Sept. 4, 1942. Was discharged Dec. 3, 1945 with the rank of Seaman First Class.

John's memorable experience is being with his shipmates and their families at Wilmington, NC at the reunions.

Married Fay E. Dean Dec. 12, 1946. They have two children and three grandchildren. He retired in 1978 from General Motors Assembly Div. Deceased July 11, 1986.

STEPHEN M. ARCHER, Capt. USN (Ret.), USS *Nevada*, born in West Virginia July 18, 1911, raised in Ohio. Attended Ohio State one year before entering the Naval Academy. Graduated in 1932, assigned to USS *Nevada*. Served on *Nevada* until December 1935.

Other duties: USS *Quincy* (CA-39), Assistant Naval Attache, London 1940-May 1941, Mine Disposal 1941-1943, Gunnery Officer, USS *Detroit* 1943-1944. Aleutian campaign, 1945. Ammunition Officer CINPAC Staff 1944. Student U.S. Naval Post Graduate School, 1945-1947. Executive Officer USS *Topeka*, 1948-1949. Staff Post Graduate School 1949. CO USS *Power* (DD-839), 1950. Commander Mine Div. 4 and Mine Sdn. Six; TAD Task Group 95.69, Mine Sweeping, Korea. Then Mine Warfare Section OPNAV, 1951-52. Naval Attache, Athens Greece, 1955-57. CO USS *Bryace Canyon* (AD-36) followed by two years Commander Destroyer Flotilla 5. Then three years as Chief of Staff 14th Naval District and Hawaiian Sea Frontier. Retired in March 1962 after 30 years of service.

After retirement was National Secretary of the Amateur Athletic Union, retiring again in 1969 at which time he moved to Florida, where he still resides.

Still cherish years aboard the "Cheerup Ship" USS *Nevada* where duties were "F" Div. JO, "M" Div. JO, Div. Officer VO Div., aide to the Exec. Was spot two for a year and spot one for two years. Coached the wrestling team and developed three All Navy Champions - Denver Jenkins, 149 lbs., George Cahow, 155 lbs., and "Black Panther" Fisher, 175 lbs.

From start in *Nevada*, coached wrestling for about 50 years, developed national champions and members of the U.S. Olympic Teams. Officiated as a referee - judge at four Olympics - manager U.S. Greco-Roman Wrestling Team in 1972.

The USS *Nevada* was a great ship with a great crew - his life's career was forged there - she always lived up to her name, the "Cheerup Ship."

HARRY LEE ARNEST, JR., Lt. USN, USS *North Carolina* (BB-55) born Aug. 23, 1920 at Hague, VA in Westmoreland County. Attended the U.S. Naval Academy and was in the Class of 1943 graduating in June 1942. Joined the Fleet in June 1942 and after many temporary duties chasing ship throughout the Pacific reported aboard the showboat USS *North Carolina* (BB-55) with classmates Max Harnish, Joe Kriz and Bob Jungklas. Participated in most of the Pacific battles including many bombardments of Pacific Islands. Torpedoed by the Jap Sub I-19 on Sept. 15, 1942 and lost the USS *Wasp* (CV-7) and the USS *O'Brien* (DD-415) in this action. Survived the Suicide Pilots with two hits, one on deck and one in stack. Returned to States in June 1944 for flight training. Washed out in purge of 1944, and reported to Sub School in New London.

Qualified in Subs and was designated TDC Operator and Gunnery Officer on newly commissioned USS *Corporal* at Groton, CT. In 1946, putting USS *Corporal* through Sound School in Key West, FL enroute to Subic Bay, his wife contracted polio in the Key West epidemic and he resigned from the Navy in March 1947.

Returned home to Kinsale in 1947 and owned and operated Kinsale Marina for 26 years. Sold Marina and entered Real Estate business in 1976. Works every day in his firm of Harry Lee Arnest Real Estate, Kinsale, VA.

ALBERT ARON, 360-08-97, Senior Chief Fire Controlman, USS *South Dakota* (BB-57), born Dec. 3, 1918 in Greenwood, MS. Attended various schools, completing high school in Harlingen, TX in 1935.

After absence of four years, returned to Harlingen and joined Navy November 1939. Completed boot camp in San Diego, Co. 39-42, the last hammock and bucket company to go through training.

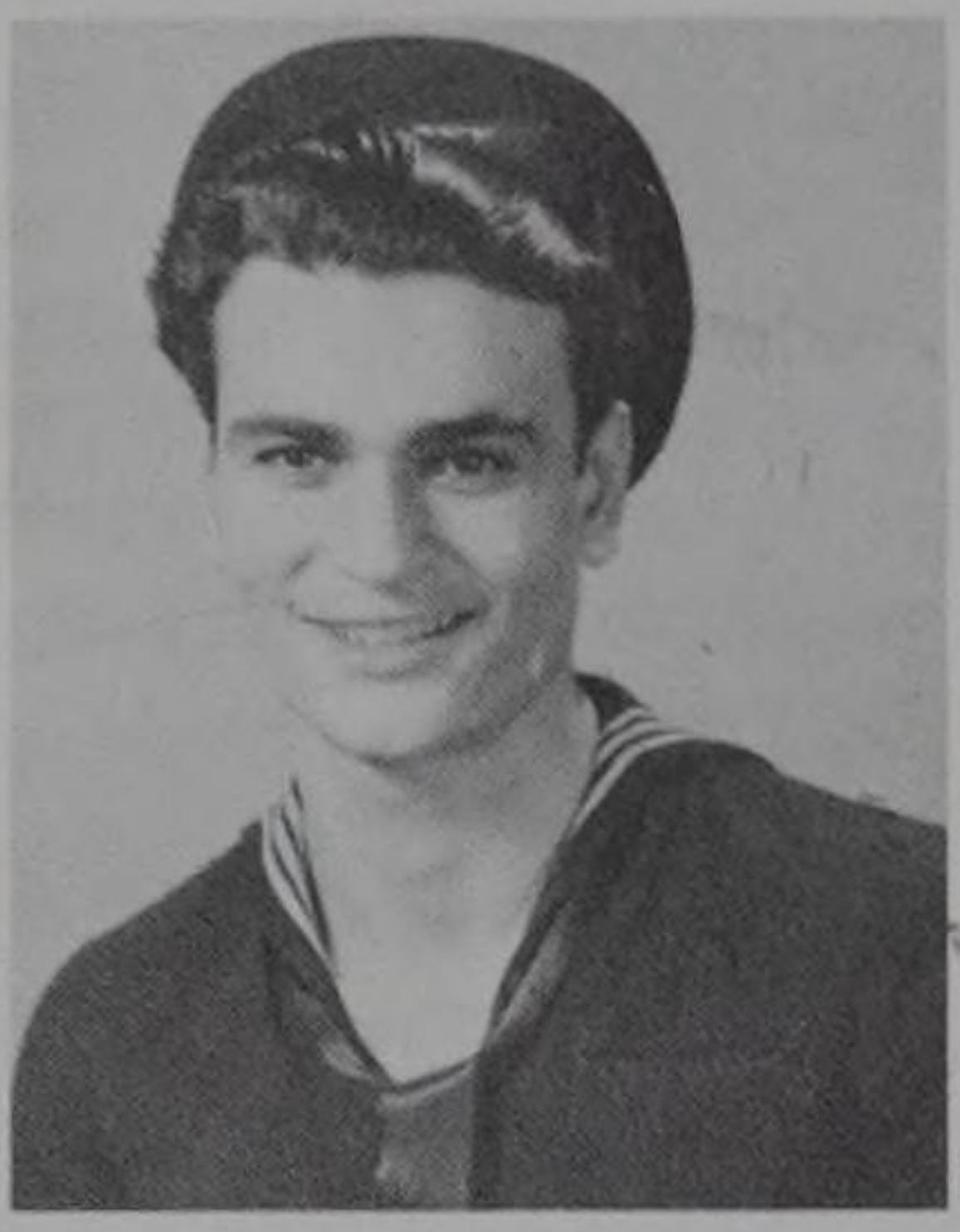
Assigned USS *Detroit* upon completion of Class "A" Ordnance School. Assigned as Fire Control Striker and, upon making third class, was transferred to Advanced Fire Control School, Washington Navy Yard, in September 1941; the first 3rd class to attend. Upon completion in March 1942 was promoted to 2nd class and assigned to pre-commissioning detail for USS *South Dakota* (BB-57) at NYSB, Camden, NJ. Served on board until March 1944, leaving as FC1/c for second tour at Advanced FC School, Washington, D.C. This completed his BB service.

Remained in the Navy following WWII serving in various training commands and being promoted to Senior Chief in November 1958. Reported aboard USS *Lexington* (CV-16) in December 1958 and retired December 1959.

Joined an Electronics Div. of General Dynamics as Training Supervisor after discharge. Spent next 20 years with that firm in various divisions and capacities.

Long time member of Fleet Reserve Assn. and V.F.W. Currently involved with USS *South Dakota* Alumni Assn. maintaining membership files.

Primary interests following retirement have been competitive pistol shooting, a hold-over from the Navy, and travel, most recently overseas.



VAUGHN AVEDIGIAN, Seaman - Navy #376-22-80 USS *Nevada* born July 4, 1921 - Madera, CA. Self-employed gardening and catering business. Joined the U.S. Navy in 1940 and was assigned to the USS *Nevada*. January 1941 at Pearl Harbor was in the 4th Div. - Battlestation - No. 4 Turret. Prior to joining the Navy he wanted to be a cook, so the morning of the attack he had the most important job aboard ship - he was in the galley, in the spud locker. Had just put 50# of potatoes in the machine when the first torpedo hit the ship. For a moment he thought his spud machine had blown up. Then suddenly over the loud speaker came the announcement, "Man your battle stations - This is a Japanese air attack." Left the galley and hurried to his battle station, which was No. 4 Turret in the Powder Handling Room. As he was starting to go down the hatch behind the No. 4 Turret off the main deck one of the Japanese torpedo planes flew about 50 feet off the fantail of the ship. As he looked up to the pilot he could see the pilot smiling at him. When he got there, he realized he had forgotten to turn off the spud machine. If left to run too long, the potatoes would be ground away and the first class cook would be on his back. He was always trying to impress the cook with his work so he could become a cook's striker.

With all the damages being incurred, with torpedoeing, bombing, and strafing from the Japanese planes, his battle station became flooded with water so they were ordered to abandon their station and go onto the topside where they needed help badly.

He figured this was a good time for him to go up to the galley, on topside, and turn off the spud machine. When he got there, he found that a bomb had gone through alongside the galley and completely wiped it out, putting his spud peeler out of commission. Part of the First Class Cook's body was in one of the tubs of potatoes that he had peeled. When the bomb hit along side of the galley he had one ton of potatoes stacked alongside of the galley. There were potatoes all over the ship. He thinks some of the sailors were hit by flying potatoes thinking it was shrapnel. Joseph H. Taussig Jr. says a shrapnel hit his leg. Avedigian thinks he got hit by one of his flying potatoes.

Up to this day he doesn't know how he survived, having been on topside. Guess he was too fast for those Japanese bullets. While he was topside, a cruiser went by at about 20 knots - it was the U.S. *Phoenix* and he said to himself "I wish I was on that ship going out to sea."

After three days on the *Nevada* he said to himself - she's a complete loss. Better get another ship. It was up to them if they wanted to leave the ship to a new assignment. Three days later, after the attack, the *Phoenix* came back to port. They needed more men aboard, so 100 from the *Nevada* went onto the *Phoenix*. They spent the duration of the war in the Pacific with very little liberty.

So, to make a long story short, he finally made ship's cook. He is the only ex-ship's cook off the *Phoenix* and *Nevada* still cooking. All cooks die from malnutrition and guess he was lucky to survive this disease.

Guess he was wrong about the *Nevada*. They refitted her and she went to sea and made lots of history during the war.

NORBERT SOUZA AVILA, USS *Indiana* (BB-58), born May 16, 1920 in Los Banos, CA. Enlisted in the USN on Feb. 9, 1940. Served aboard the USS *Indiana* from its commissioning on April 30, 1942 at Newport News, VA.

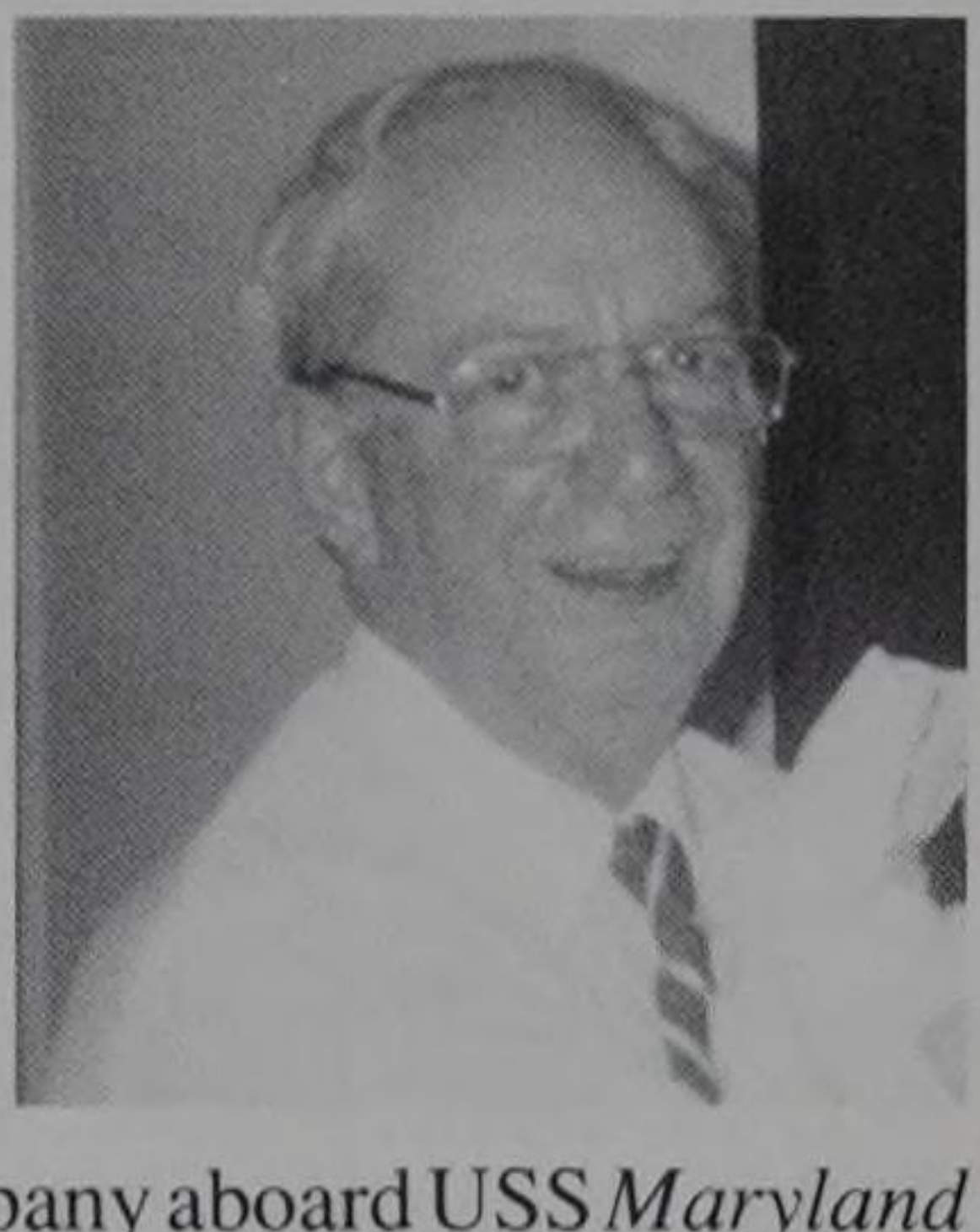
Achieved the rank of Chief Petty Officer. Served in the capacity of Chief Water Tender, in charge of a fireroom during operations against the enemy in Western Pacific Waters from July 1, 1945 through Aug. 15, 1945.

Was aboard the USS *Raleigh*, a light cruiser, during the attack on Pearl Harbor. Together with other men from the USS *Raleigh*, freed one man (John Vassen) from the bottom of the adjacent USS *Utah* after it overturned.

Discharged in February 1946. He married Mary Virginia Martin on July 22, 1946. He has two daughters. He worked as the Chief Engineer for Borden's and subsequently Knudsen Ice Cream Plants for a total of 33 years. He semi-retired and worked for the local irrigation district for several years as a ditch tender. He currently resides in Modesto, CA.

ROBERT L. BAILS, USS *Maryland* (BB-46), Chief Yeoman, born Feb. 21, 1921 in Sioux City, IA. Enlisted in October 1939 and attended recruit training at Great Lakes Naval Training Station. Attended Class A, Group II School in San Diego from January 1940 to June 1940.

Assigned to Commander Battle Force (ComBatFor) Flag Allowance June 1940 to October 1943. ComBatFor disbanded and personnel merged with Commander Battleships, U.S. Pacific Fleet (ComBatPac) in late 1942 or early 1943. Served aboard various battleships during Flag duty: *New Mexico, California, Maryland, Pennsylvania, West Virginia, North Carolina, Washington.*

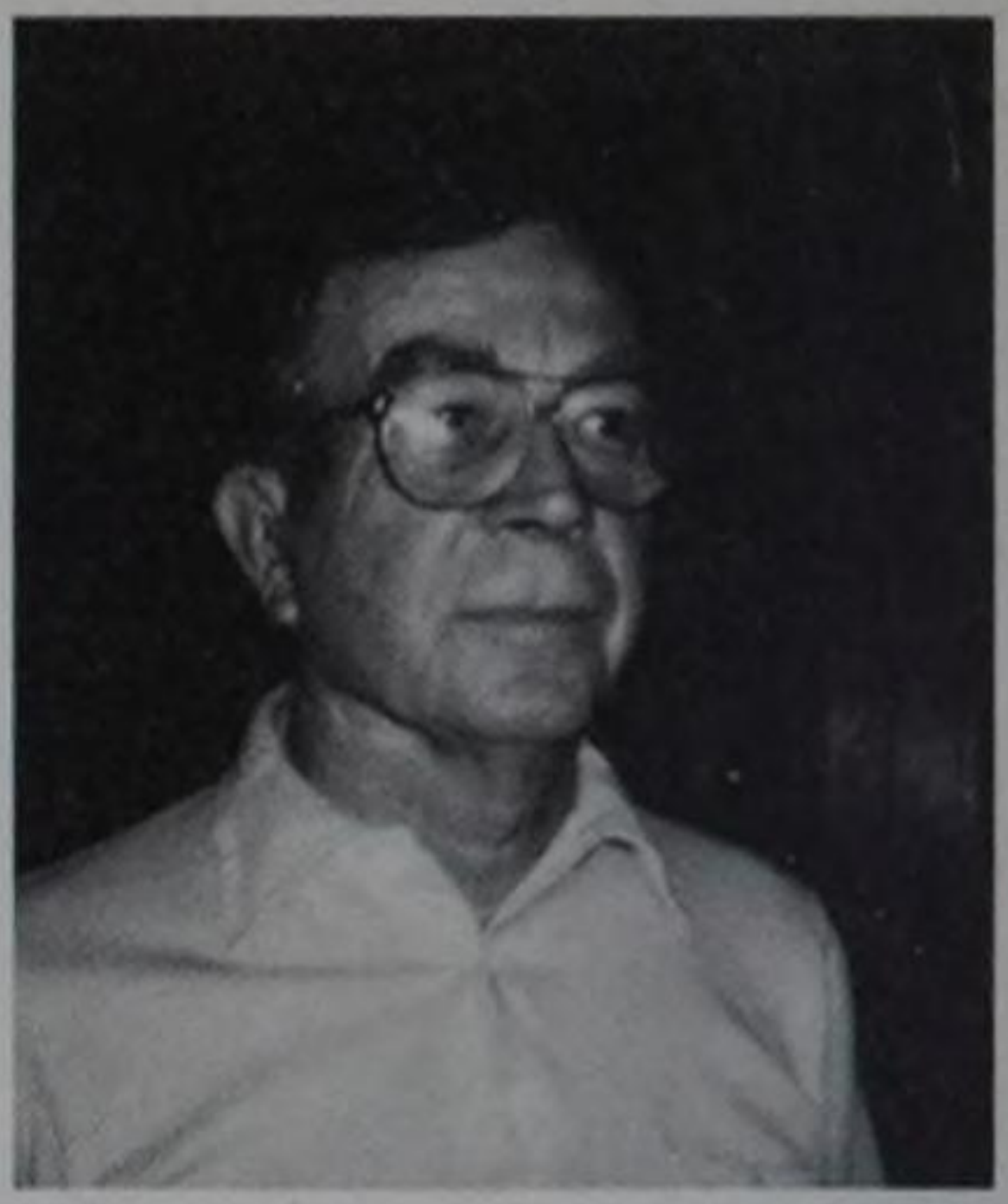


A member of Ship's company aboard USS *Maryland* from October 1943 to October 1945. Discharged at Great Lakes in October 1945.

Participated in following operations: Tarawa (Gilbert Islands) November 1943; Kwajalein (Marshall Islands) February 1944; Saipan (Marianas) June 1944; Palau (Peleliu) September 1944; Leyte (Philippines) October-November-December 1944; Surigao Straits surface action Oct. 24-25, 1944; Okinawa, March-April 1945.

Is retired from livelihood as a court reporter; wife and he have four offspring.

CECIL JAUDON BAKER, JR., USS *North Carolina* (BB-55), born July 9, 1924 Kansas City, MO. Enlisted Sept. 10, 1942. Discharged March 18, 1946 as Fire Controlman 3/c "F" Div. Boarded USS *North Carolina* (BB-55) at Pearl Nov. 15, 1942. Left the USS *North Carolina* Jan. 14, 1946. Medals earned: Asiatic-Pacific 13 Stars, Philippines Liberation - one Star, Good Conduct Medal.



USS *North Carolina* earned 15 Stars, in all Pacific Campaigns from Guadalcanal to Tokyo Bay. It served 39 months in South Pacific, 25 months on first tour and 14 months on the second tour. The USS *North Carolina* is a memorial, berthed at Wilmington, NC.

Worked 26 years as a temperature control engineer in Kansas City, and in Atlanta, GA. Worked the last 12 years as an energy conservation engineer. Retired Dec. 30, 1988 Marietta, GA.

Married 40 years: two sons, one daughter and three granddaughters.

ROBERT L. BALFOUR, born May 16, 1918 in Wyocena, WI. Served on the USS *Missouri*, *New Jersey, South Dakota,* USS *Louisville* and *Jason* for the Korean War. Entered Naval Officer's Indoctrination School Newport, RI September 1942.

His three and one-half year tour of duty (LCDR) as an officer on Adm. William F. Halsey's Third Fleet staff gave him a battleship home on our flagships USS *New Jersey* (Philippines campaign); USS *Missouri* was their flagship when the war ended and they were aboard Sept. 2, 1945 in Tokyo Bay for the formal surrender; they returned to San Francisco for Navy Day on the USS *South Dakota*. Yes, he served on three battleships for 18 months, but was never attached as a crew member.

Discharged January 1946. Called back to active duty in August, 1950 for Korean Operation. Awarded 12 Service Ribbons, eight Battle Stars and Commendation Medal. Graduate of University of Missouri Journalism School 1940. Retired after 23 years as vice president marketing/sales for three Fortune 500 Corporations.

CHRIS A. BARKER, USS *Colorado* (BB-45), USMC. Gun Captain Quad 40mm mount, at which he received three Purple Hearts in seven months. Discharged as Platoon Sergeant Nov. 23, 1945 after partaking in the occupation of Japan. Author of two published books concerning the USS *Colorado*: "Tomorrow May Never Come" and "Teakwood Decks".

National Director of Navy League; Chairman Operation Handclasp; member Marine Corp National Civic Affairs Committee; member Navy National Civic Affairs Committee; Executive Secretary-Treasurer, USS *Colorado* Alumni Assn.; Chairman, Military Affairs Committee, Kansas City, MO Chamber of Commerce; Vice President Missouri Baptist Convention; member Board of Directors Billy Graham Crusades; Vice President and Corporate Secretary, Federal Van

& Storage Co.; one of two nationally to receive the 1967 Secretary of the Navy's Meritorious Public Service Citation; and numerous citations from the Navy and the Marine Corps for civilian contributions. Editor of the award winning "Scuttlebutt", "The Opto" and "The Lookout".

Service awards include: Bronze Star w/"V"; Navy Commendation w/"V"; Purple Heart w/two Gold Stars; Asiatic-Pacific w/four Battle Stars; Philippines Liberation Medal; Philippines Independence Medal; Philippines President's Special Citation Medal; American Campaign; and Victory Medal.

Retired in Independence, MO, where he is a lifetime resident.

ROBERT S. BARNA, USS *North Carolina* (BB-55), born Nov. 1, 1922 in Jersey City, NJ. Grew up in Linden, NJ. Enlisted March 4, 1941 Newark, NJ. Went to boot camp Newport, RI Co. #51. Then to USS *North Carolina* (BB-55) throughout WWII. Then to USS *Navasota* (AO-106), then to USS *Mississippi* (EAG-128) then to Guantanamo Bay Cuba Naval Base Ships Dept. 51 E & R. Then to U.S. Sub Base Groton, CT E & R Electrical Dept. then to USS *Enterprise* (CVN-65). Rank achieved - Chief Electrician E7. Discharged July 10, 1963.

Married Irma L. (Simpson) Barna Sept. 10, 1941. Deceased Aug. 13, 1979. Children: two boys, one girl. Married Frances L. (Gull Tennant) Barna June 26, 1986, one boy and one girl. Seven grandchildren, one step grandchild, six boys and two girls.

Civilian employment: General Dynamics Elect. Boat Testing Submarines. Retired July 1981. Memorable experiences - riding high line ship to ship, being transferred, watching torpedoes going by ship off Guadalcanal, called Torpedo Junction. Torpedo hit off the USS *North Carolina* and many more.

Awards: Good Conduct (five), American Campaign Medal, Asiatic Pacific Campaign Medal, WWII Victory Medal, Cuban Crises Medal, China Service Medal, National Defense Medal, Philippines Liberation Medal.

Education: Second year high and high school GED.

RICHARD GLENN BARNES, born Oct. 1, 1921, attended ten grades of school in Milford, UT. He joined the U.S. Navy on Dec. 14, 1939, basic training was in San Diego, CA. Served aboard the USS *Pennsylvania* (BB-38) from 1940 to January 1943. Was aboard at Pearl Harbor on Dec. 7, 1941, rank was Seaman First Class. Was transferred to the East Coast for duty aboard the USS *Escalante* running convoy duty to North Africa, was later transferred to the destroyer USS *Harding* (DD-625) for some convoy duty, then to England for preparation for the invasion at Normandy. Upon completion of duty there, set sail for Oran, North Africa in preparation for the invasion of Southern France, after this duty was completed, set sail for the good old U.S.A. and arrived at the Boston Navy Yard in October 1944 for yard period. The ship was converted to a destroyer mine sweep USS *Harding* (DMS-28). December 30, 1944 set sail for duty on the West Coast; San Diego and San Francisco for a short period, set sail for Pearl Harbor, on to Ulithi via Eniwetok. After a short stay, set a course for Okinawa, duty was to screen and patrol around the island.

April 9, 1945 the USS *Harding* took an enemy airplane which hit forward between guns #1 and #2, this put them out of commission. He was later transferred to San Francisco for R & R, after which he went aboard the USS *Lexington* in Eniwetok, from there sailed to Tokyo Bay until Dec. 3, 1945, then on to San Francisco, arrived Dec. 14, 1945 and was discharged on Dec. 19, 1945 at Camp Shoemaker. Served aboard the following ships: USS *Pennsylvania* (BB-38) 1940-1943; USS *Escalante* (AO) 1943-1943; USS *Harding* (625) (DMS-28) 1943-1945; USS Lexington (CV-16) 1945.

Ribbons earned include: European, Africa and Middle East, w/two Stars, American Theater, Good Conduct Medal, Victory Medal, American Defense, and Asiatic Pacific w/two Stars.

Called to duty on September 1950 and served aboard the USS *Graffias* (AF-29). Ribbons: Navy Occupation, Korean, China Service.

Discharged on November 1951. He is married with three children and three grandchildren. He is a Lifetime Member of the Pearl Harbor Survivors Assn., Bay Area, Chapter 2.

JOSEPH T. BARNETT, CMM, USS *Idaho* (BB-42). He enlisted in the Navy Aug. 8, 1940. Went through training in Norfolk, VA. Was assigned to the USS *Idaho* (BB-42). Reported aboard December 1940 in Seattle, WA.

Was in Iceland Dec. 7, 1941. Rushed back to the Pacific. Saw action in Alaska and the Gilberts.

Was rated up to 1st Class MM during his three years, three months aboard.

Transferred to Turbo Electric in February 1944. Had additional training SCTC Miami.

Was assigned to the Nucleus Crew to commission the USS *Taberer* (DE-418). Rated to CMM (Aug. 8, 1944). Saw action at Leyte, Iwo Jima and Okinawa.

After peace was assigned to China Theater. Returned home January 1946. Prepared ship for Reserve Fleet. Was separated Aug. 8, 1946.

Worked in die casting shop five years. Employed by U.S. Post Office for 24 years. Retired as Building Engineer in 1975.

PAUL C. BARQUINERO, USS *Missouri*, SFC, born June 17, 1914 in New York, NY. He joined the Navy on Feb. 14, 1944. Located at Samson, NY and Brooklyn Navy Yard. He was married on Dec. 2, 1939 and has one child. He retired from the United States Post Office on July 17, 1976.

One memorable experience of his includes his arrival in New York after the war. It was a rainy and foggy day with fog horns blowing and fire boats spouting their hoses. The McQuire Sisters were in a tug boat singing "Here Comes the Navy" to the tune of "Roll Out the Barrel."

He was discharged on Dec. 26, 1945.

LT. IRVIN BARRETT, USS *Oklahoma* (BB-32), born on a farm about 50 miles N.E. of Quincy, IL on June 16, 1911. Attended schools in Brooklyn, Runkle (rural) and Industry. Upon graduation from Industry Township High School, his parents moved to Macomb, IL where he attended Western Illinois State Teachers College (now Western Illinois University). In September 1931 ran out of money and, as it appeared to him that we were going to get into a war with Japan, he hopped a freight train to Quincy, IL and applied for enlistment in the U.S. Navy. Was selected and sent to the U.S. Naval Recruiting Office in Chicago where he was sworn in on Nov. 2, 1931 and sent to the U.S. Naval Training Station, Great Lakes for Recruit Training. Upon completion of Recruit Training he passed the test for Radio Operators School at the U.S. Naval Training Station, San Diego, CA. Upon graduation from Radio Operators School he was transferred to the USS *Oklahoma* (BB-32) for duty.

Duty Ship or Station, Fleet, Rating or Rank and Date of Service include: USS *Oklahoma* (BB), Battle, S2c-RM2c, July 1932-December 1937; USS *Pecos* (AO), Asiatic, RM2c, January 1938-March 1938; USS *Heron* (AVP), Asiatic, RM2c-RM1c, March 1938-October 1940; USS *Sepulga* (AO), Base, RM1c, November 1940-November 1941; Naval Material School, RM1c-CRM, November 1941-July 1942; USS *Strong* (DD), Pacific, CRM, August 1942-July 1943 (Survivor); CFO USS *Twining* (DD), Pacific, CRM-CRT, September 1943-December 1943; USS *Twining* (DD), Pacific, CRT-CET, December 1943-November 1944; USS *DeHaven* (DD), Pacific, CET, December 1944-February 1945, ComDesRon 61 Flag Allowance; USS *Skagit* (AKA), Pacific, Ensign-Lt.(jg), May 1945-January 1947; Fleet Training Center San Diego, February 1947-May 1950; USS *Eldorado* (AGC), Pacific, Lt.(jg)Lt., May 1950-November 1952; Commander Amphibious Force (Staff), Lt., December 1952-January 1954; Commander Military Sea Transportation Service (Pacific) (Staff), January 1954-January 1956. Placed on the Retired List in the grade of Lieutenant on Jan. 1, 1956.

He was issued Mobilization orders, which he could decline, every two years after his retirement, however he felt it was his duty to accept these orders. He carried these Mobilization orders for ten years.

He married Lucille Matthews (deceased) and they had two children (deceased). He married Grace Balbina Hogg.

He passed away March 11, 1986. He had been fighting cancer for four years.

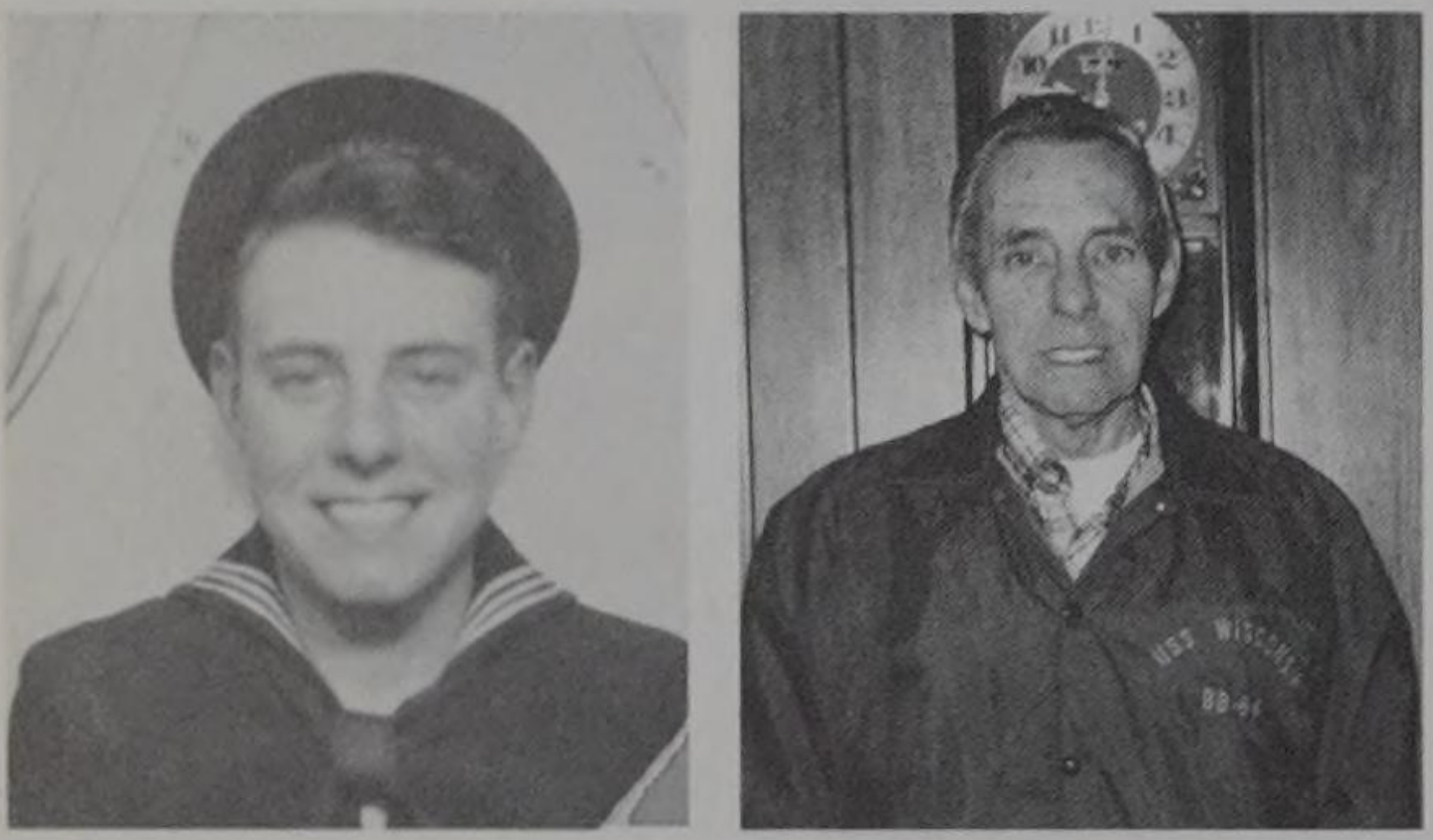
ALFRED W. BATTLES, USS *Wisconsin* (BB-64) S1/c Gunnery Div. 4, 5" .38s. Born April 25, 1927 Marne, IA. Attended elementary and high school in Los Angeles, CA. Enlisted in the Navy December 1944. Attended recruit training at Camp Decator, San Diego, CA.

He was transferred after boot camp to Point Mugu, CA, to Combat Air Service Unit No. 16. There he trained as an aerial gunner, and flew missions in TBM aircraft, to shoot down the balloons sent on the jet stream, by the Japanese. These balloons carried incendiary bombs to start forest fires, and anti-personnel bombs, of which four civilians were killed. Missions were flown two months after the war due to balloons still in the air.

He went aboard the USS *Wisconsin* in January 1946, at Long Beach, CA. Sailed through the Panama Canal, to Norfolk, VA.

Went on breakdown cruises to Guantanamo, Cuba. He felt fortunate to serve on the USS *Wisconsin*, in the Pacific, Atlantic, and the Caribbean Sea. He left her in drydock, July 1946. Was discharged at Terminal Island, San Pedro, CA. He is a retired truck driver with four daughters, and 12 grandchildren.

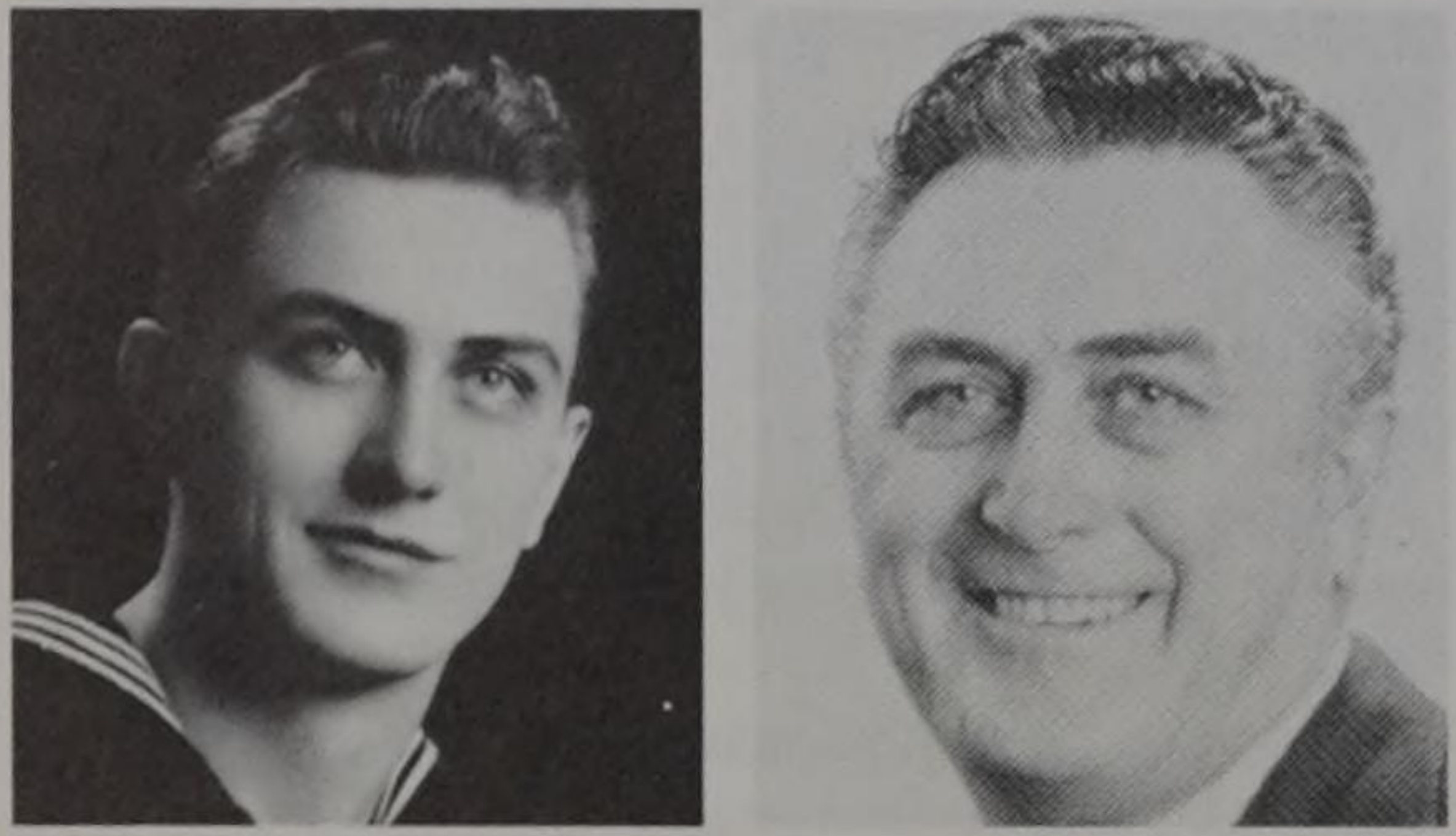
THOMAS N. BEAHAN, S1/c, USNR, born Feb. 3, 1925 Chicago, IL. Boot training Great Lakes Naval Base. Gunnery training USS *Wyoming*. Assigned USS *Wisconsin*. Served from comm. day until end of WWII. All operations. Leyte, Okinawa, Iwo Jima, S. China Sea, Tokyo Bay Japan. Duty as quartermaster striker, "N" Div. USS *Wisconsin*.



Returned to Chicago area on discharge. Worked as automotive parts dept. manager, Chrysler Corp. Dealers for 30 years. Now retired.

Medals awarded: American Campaign Medal; Asiatic Pacific Campaign Medal, six Stars; Philippines Liberation Medal, one Star; WWII Victory Medal.

RICHARD W. BEAMAN, (Dick), USS *Maryland* (BB-46), Y3/c, born Dec. 28, 1923 in Lincoln, NE. Joined the U.S. Navy in March 1943. Went to boot camp in Farragut, ID. Was assigned to the USS *Maryland* September 1943, where he spent the rest of his Navy time working in the Engineering Dept.'s Log Room.

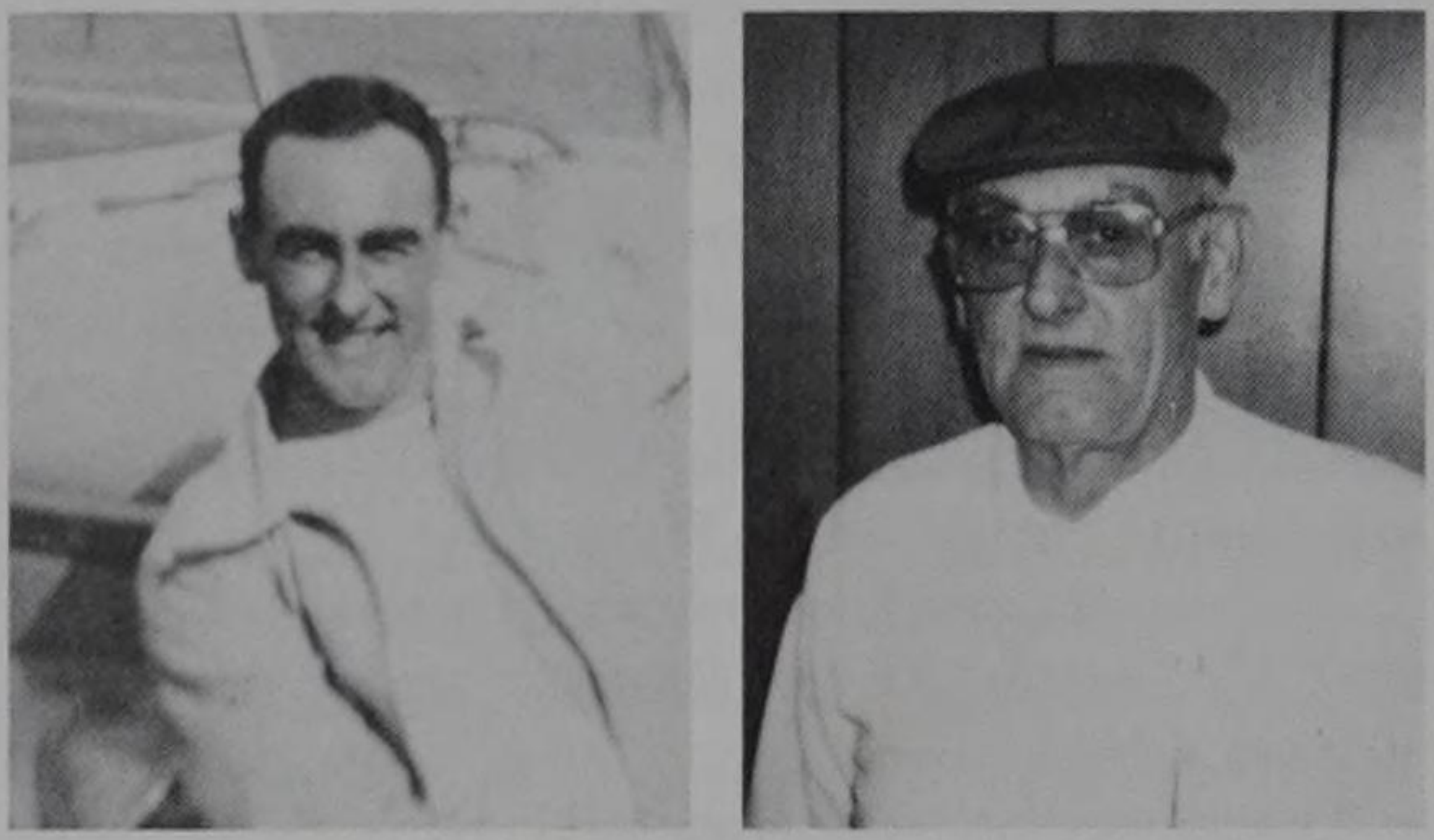


While on board, the USS *Maryland*, was involved in seven major combat operations. He was one of the remaining crew to stay on board for the "Magic Carpet" duty bringing troops home after Japan surrendered. He was discharged from the Navy in April 1946 and returned to his home in Lincoln, NE and worked with his father in the heating and air conditioning business for 15 years.

He moved to Watsonville, CA in 1961 and retired from GTE Sylvania in 1982. He is an Officer of the USS *Maryland* (BB-46) National Veteran's Assn. He has been very active in Lions Clubs International, having served as a District Governor in 1982-1983. He is married, has two sons and four grandchildren.

QUENTIN F. BEATY, USS *Missouri* (BB-63), S1/c, born Sept. 14, 1922 in Jamestown, TN. Joined the U.S. Navy on Aug. 11, 1943.

Military locations and stations: NRS Chattanooga, TN; NTS Bainbridge, MD; NTS Norfolk, VA; NTS Newport, RI and USS *Missouri* (BB-63).

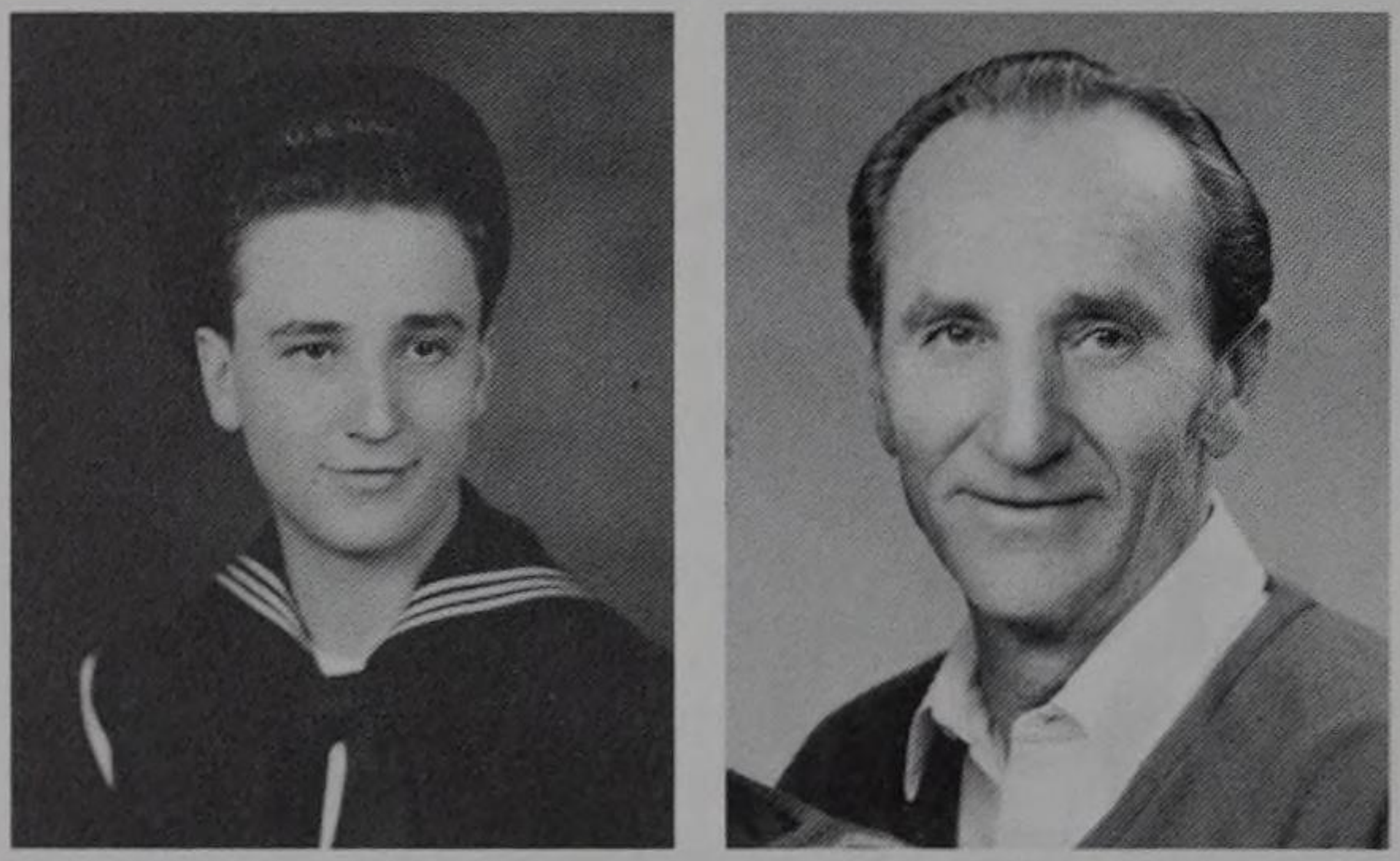


His memorable experiences: When the Jap suicide plane crashed on their ship with the machine gun from the wing of his plane right into the muzzle of their 40 mm quad.

Discharged on March 13, 1946.

Married to June (Thomas) Beaty, has seven children and four grandchildren. Civilian employment and positions held were journeyman electrician L.U. 855 I.B.E.W. Retired Oct. 1, 1984. Business manager for electricians union Local 855 I.B.E.W. for six years, 1961-1967. Plank owner in the Battleship *Missouri* (BB-63).

DOYLE BECKER, C 1/c, USS *Indiana* (BB-58), born July 8, 1926 Wayne Co., IA. Attended school in Chariton, IA and graduated from high school at Des Moines, IA in June 1943. Joined USN November 1943. Upon completion of boot camp at Moscow, ID, attended radio school and amphibious training at Oceanside, CA. Went overseas and was stationed aboard the USS *Indiana* in 1944. Participated in major campaigns from Marianas Operations to surrender of Japan Sept. 2, 1945.



After returning to the States was stationed aboard the USS *Sitkoh Bay* (CVE-86) until discharge April 1946.

He married in July 1946, now has three children. Went into jewelry business in 1947 until 1959. Started career in insurance business in 1959. Worked for State Automobile and Casualty Underwriters as an Adjuster, Field Supervisor and Assistant Agency Manager. Purchased an Independent Insurance Agency in 1971 and operated it with his wife until her death in 1988, at which time he retired and still resides in Turtle Lake, ND.

FRANK J. BECKER, JR., 724-74-35 Coxswain, now rated as BM 3/c USS *South Dakota* (BB-57), born Aug. 20, 1925, Chicago, IL, the son of Frank, Sr. and Marie, nee MacTavish. Attended Thomas J. Waters Elementary School and the Roland Amundsen High School. Left high school in senior year after 17th birthday. Enlisted in the Navy on Sept. 2, 1942. Attended recruit training at Great Lakes, IL. Then assigned to Bainbridge, MD for Seamen Guard Duty while awaiting assignment to the USS *South Dakota* in February of 1943. Was assigned to the 4th Div. 5 inch Battery Gun Crew for two years. Was then transferred to the X-Div. for Master-at-Arms duty until leaving the ship in December of 1945. Discharged Christmas morning 0800 at Great Lakes, IL.

After leaving the Navy, returned to school for diploma. Returned to pre-war job at Wester Dental, repairing dental equipment.

U.S. NAVY
Illinois
Land of Lincoln
USS BB 57

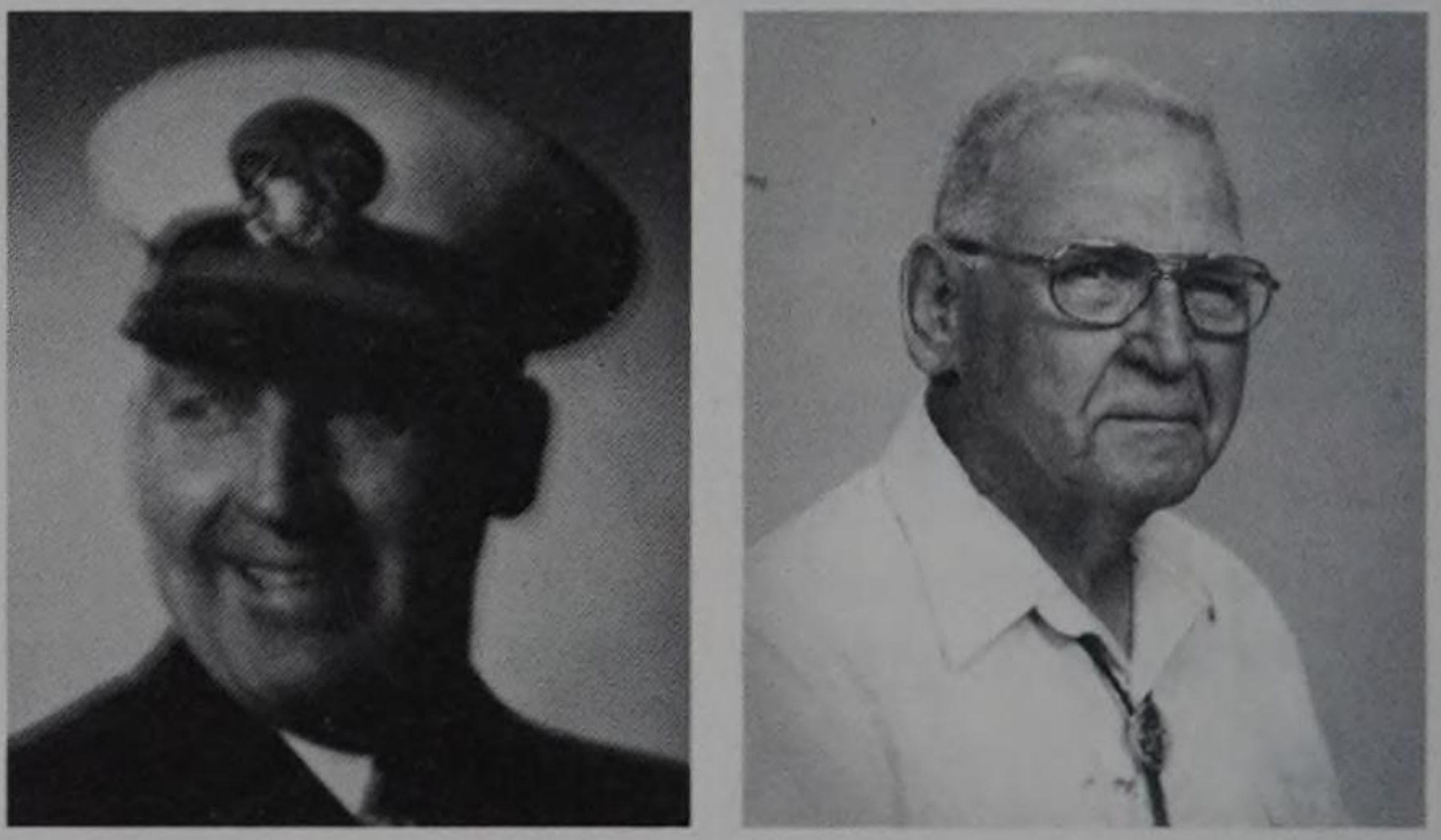
Met Jeanne L. Cardott, who became his wife on Nov. 1, 1947. Had two children, James Frank and Marcia Jeanne. Have four grandchildren - two by son Jim, James, Jr. and Robert. Two by daughter, Stacie and Edward Egan.

Joined the Chicago Fire Department on Oct. 1, 1951 and retired after 34 years of service in November of 1985 as an Engineer of Engine Co. No. 26. Was very active with The American Legion - three times Commander of Chicago Firemen's Post No. 667 and The First District Commander in 1961.

Along with Navy picture at the age of 17, is a picture of license plate from Illinois - USS BB-57. Still keeping the ship afloat on the Highways of these United States.

RALPH M. BEEBE, USS *West Virginia* (BB-48), W-4, born Dec. 5, 1905, in Redding, CA. Elementary school, Kennett, CA and Richmond, CA. High school, Richmond, CA. Shipped USN June 11, 1923 as Coal Passer, F3/c for USS *Texas*, boot training Goat Hill 12th ND San Francisco Bay.

Advanced to CM3/c on USS *Texas*. Left her 1926 when she went in to reduced commission for conversion from coal to oil burning. Transferred to repair ships (USS *Altair*). Discharged May 1927.



Went to USS *West Virginia* (BB-48) as W-1 March 1941, as assistant to The Damage Control Officer. Left her when sunk at Pearl Harbor Dec. 1, 1941.

Ordered to Port Captains office 13th ND Pearl Harbor.

Later to Carrier as W-4 until the end of the conflict 1957.

Since has worked in construction and school maintenance. Retired since December 1970.

HAL J. BEESLEY, RM 2/c, 2nd Div., R Div., USS *Tennessee* (BB-43), 1941-43, born Los Angeles, CA June 20, 1922. Educated in Los Angeles. Enlisted in

U.S. Navy Dec. 16, 1941 after standing in line at the Los Angeles Main Post Office for nine days. Took off for boot camp the same night to San Diego. After boot camp, received orders to join USS *Tennessee* at Bremerton (WA) Navy Shipyard last days of December 1941. She had taken a direct hit on the #3 gun turret at Pearl Harbor and heavy cutting torches were being used to remove the bodies of the men still entombed in there. Repairs done in Spring 1942, took on supplies and steamed for Hawaii. Arriving at Pearl Harbor, they could still see the heavy devastation of the December 7th attack; the *Oklahoma* on her side, the upper decks and superstructure of the *Arizona* jutting up out of the water, wreckage everywhere. (Still gets a peculiar feeling whenever he sees pictures of that day, or see Japanese tourists standing on the *Arizona* Memorial, taking pictures.)

During gunnery practice off Pearl one day, he had the most harrowing experience of his life - he was down in the lower handling room of Number Two turret, carrying ammo (powder) bags from the scuttle to the hoist. Bo'sun 1/c Hatchett was counting off the bags as they came spinning out of the scuttle, and they would catch the bags and carry them to the hoist which carried them topside to the big guns. The Bo'sun finished counting and said "That's it." and they all turned away to sit on the deck and relax. Then, Beesley heard the scuttle start spinning again and another ammo bag came flying out. He was closet to the scuttle and everyone was yelling, "Beesley, catch it!" He spun around and dashed to scoop it up just as it was about to hit the deck. He managed to straighten up and carry the bag to the hoist. The bag could have exploded on hitting the deck and blown them up in the handling room, blown the bags on the hoist and killed everyone on the turret. Close call!

Transferred from 2nd Div. to Radio (R) Div. end of 1942 and in Spring of 1944 volunteered for Submarine duty. While on *Tennessee*, saw action during attacks on Attu, Tarawa, Kwajalein, Eniwetok and more.

After the war ended, volunteered for Atomic Bomb Tests on Bikini Atoll. Was aboard the USS *Apogon* (sub) and transferred to USS *Mt. McKinley Flag* as the Admiral's radio man. During the underwater tests, we saw the USS *Saratoga* raised entirely out of the water, and could see underneath her.

Have lived in Las Vegas, NV since early 1950s and active in politics, veteran's and civic affairs. He is married to the former Patricia Hasbrook and has four children.

WALTER A. BEHYMER, BM2c, USS *Idaho* (BB-42), born June 3, 1921 in Bethel, OH.

Entered active service July 24, 1940, in Cincinnati, OH and after eight weeks at NTS NOB Norfolk, VA went aboard the USS *Idaho* (BB-42).

Received the Good Conduct Medal, American Defense with Bronze A, Asiatic Pacific with seven Stars, American Area, Victory Medal, and Philippines Liberation Ribbon.

Was discharged at the U.S. Naval Personnel Separation Center, Shoemaker, CA on July 29, 1946.

His wife and he went into farming in Tranquillity, CA (where they still reside), and they have three daughters and three grandsons.

JOHN ANTHONY BELL, USS *North Carolina*, born Sept. 11, 1920 St. Joseph, KY. Served on Battleship USS *North Carolina*, S1c, signalman. Enlisted

Entry date into active service Sept. 5, 1942. Date of separation - honorable - Oct. 23, 1945.

War records operations and engagements: 1942 Guadalcanal - Tulagi landings - August, 1943 Gilbert Islands - January-April, 1944 Marshall Islands - January-March, Asiatic-Pacific raids - February-April, Western New Guinea - April, Marianas - June-July, Leyte - November-December, Luzon - December-January 1945, 1945 - Iwo Jima - February-March, Okinawa - March-April, Third Fleet operations against Japan - July-August, School - Signal.

Awards received: American Campaign Medal, Asiatic-Pacific area - 13 Stars, Philippines Liberation Medal - one Star, Good Conduct, Point System Discharge.

He served on the USS Battleship *North Carolina* and, because of his great love for the ship and his respect and friendship for his shipmates and the Navy, he told many stories about the years he spent aboard the ship. Some were humorous, some were personal, but the ones he really loved to tell were of the bravery and team work of the officers and crew members when under fire. He also talked about the beauty of the islands and the outstanding sky constellations which were unhampered by lights or other things which block our view on land.

Friendships developed during those years that were as close as brothers. Each man faced the same loneliness, the same confinement and dangers and this made a common bond among them that formed lasting friendships and memories.

He died May 23, 1987 and one of his last requests was that he have a military funeral. His family carried out his wishes.

He was a brave and generous man and I am proud that I was his wife for 45 years and I'm proud that he served his country during WWII.

He was the father of two daughters and a son. His great love of the Navy and his stories about his service time was a source of enjoyment and pride to them and inspired his son, John, to enlist in the Navy during the Vietnam Campaign. *Submitted by his wife Maxine Holland Bell*

LEROY L. BENKER, USS *Arkansas* (BB-33), Yeoman 2/c, born Nov. 7, 1920, Moline, IL. Enlisted in the Navy, July 6, 1943 and attended boot training at Great Lakes, IL. Sent to OGU New York, NY and assigned to USS *Arkansas* Aug. 1, 1942.

The ship commanded convoys across the Atlantic and was in Casablanca, Morocco for the invasion and finally to the Normandy Invasion. The ship was active up and down the coast and also fought at Cherbourg. After V.E. Day the ship was refitted at Boston Navy Yard to prepare for the Pacific Theatre. Passed through the Panama Canal Zone Nov. 17, 1944. The ship left Pearl Harbor on Jan. 25, 1945 and stayed out until V.J. Day. Participated at Iwo Jima and all other battles including the last big Kamikazes attacks before war's end.

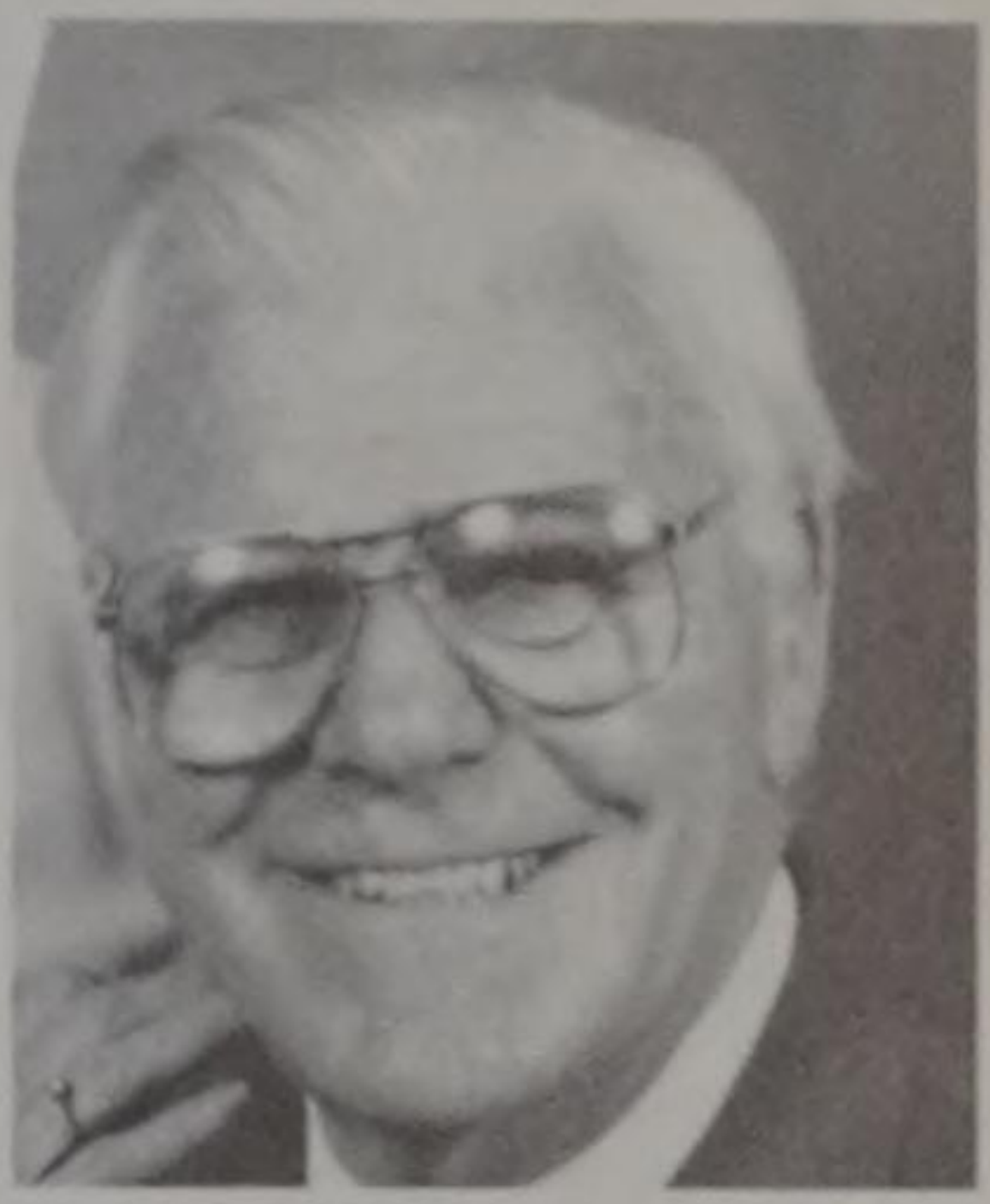
Their Marine detachment occupied Nagasaki right after the bomb was dropped.

The ship returned to Seattle Oct. 15, 1945 where he left the ship for Great Lakes, IL and discharge.

He is retired after 30 years as a Civil Service Employee. His time now is spent traveling and playing golf and tennis.

FORREST R. BENSKIN, ADC USN (Ret), USS *Idaho* (BB-42), born Jan. 14, 1922 in Clinton, IN. Graduated Clinton High School. Joined the U.S. Navy July 31, 1940. Attended boot camp at Norfolk, VA.

Went aboard USS *Idaho* October 1940 in Bremerton, WA. In June 1941, Battle Div. 3 was transferred to E. Coast and the undeclared war of the North Atlantic.



After Pearl Harbor was attacked, was sent to the Pacific. Requested a transfer to new construction. Was transferred to an aviation squadron at Sand Point in Seattle, WA. Went to a carrier service squadron 17. Went down to Tarawa then back to Barbers Point to CASV 2. Got to go home on leave where he celebrated VJ Day. Then to NAS in Astoria, OR. On to China Lake Ord. Test Station where he met his wife, Marilyn. They married Nov. 9, 1946.

He was sent to Guam VRG, September 1948, and stayed there until June 1950. Was sent to NAS in Corpus Christi, TX as part of advanced training unit. Then sent to NAS in Memphis, TN in 1952 to B School, from there to Quonset Point, RI from 1953 to 1954. Then to Naval Airtech Center in Memphis as an instructor. In 1956 was transferred to NAS in Jacksonville, FL. Their squad made the shakedown cruise on the USS *Saratoga* (CV-60).

Served on USS *Norfolk* (VS-30) 1957 to 1959, USS *Wasp*, USS *Leyte*, USS *Tarawa* and USS *Valley Forge* in ASW operation. Supervisor and instructor NAS Natte at Memphis, TN in 1959.

He retired June 1961 and went to work for Prudential Insurance. Retired 1977 as a division manager.

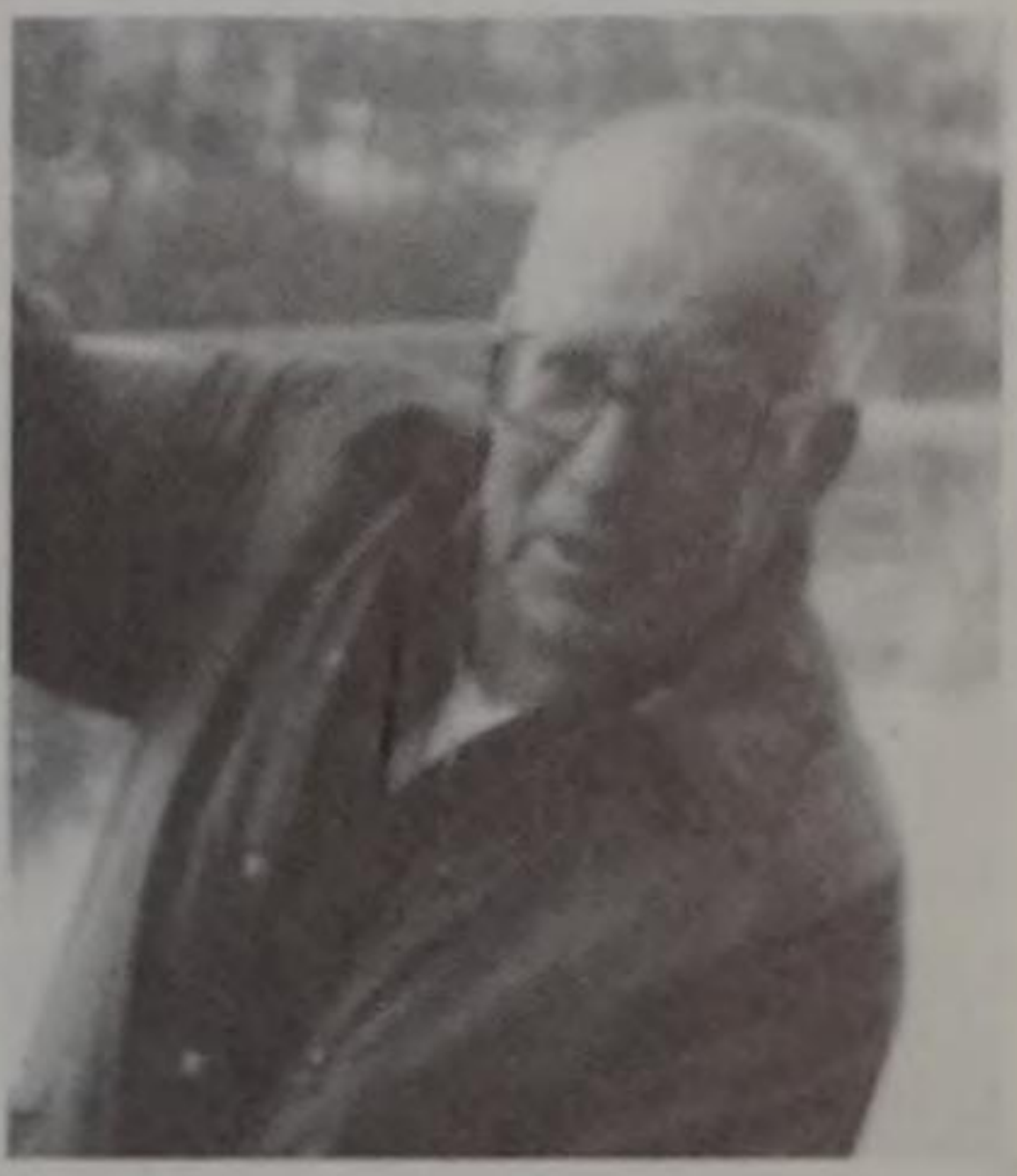
Spent a year in real estate, couldn't handle that so, in 1977 started work at the Reg. Medical Center as Patient Financial Rep. Active. Plans to retire January 1990.

He has four children and ten grandchildren. Hopes to spend more time with them and plans to travel.

Is looking forward to USS *Idaho's* reunion in the Soviet Union in 1990.

TED L. BESAW, Second Class Petty Officer, USS *Indiana*, USS *Fall River*. Born July 22, 1922 at St. Paul, MN. Graduated high school and extension University of Minnesota. Joined the Navy Aug. 26, 1942. Stationed at Great Lakes.

His memorable experience is the collision at sea of the USS *Indiana* and the USS *Washington*.



He received the Good Conduct Medal, American Campaign Medal, WWII Victory Medal, Navy Occupation Medal, one Silver Star and four Bronze Stars for nine major engagements. Discharged at Bainbridge, MD on Oct. 3, 1945.

He has been married for 48 years and has seven children and ten grandchildren. Retired in 1984 as president of the Iron Workers Local Union.

ALBERT BESEMER, USS *Missouri*, enlisted in the Navy in 1943. He was married and had three children when he enlisted. They sent him to boot camp in Sampson, NY. From there they sent him to the Battleship USS *Missouri*, which was in the Brooklyn Navy Yard on June 8. He was on the ship before she was in commission. First they sent him to the 4th Div. Then he went to the F.A. Div. Stayed there short time, then was transferred to the E Div. Felt right at home there because he was a lineman by trade.

They took her on a shakedown to Trinidad then back to Brooklyn. After that they took off for the Pacific where they stayed until the war's end. He made some very good friends in the Navy. Met Jimmy Mankhouse from the F.A. Div. They still see each other. Mankhouse lives in Shreveport, LA. Also will never forget the typhoon in the Pacific when they went through it, boy was he scared.

Still remember Liberty on Mog Mog and Ulithi. Had a brother who was on the USS *Tisdale*. He used to go on Liberty there at the same time, but was on a different watch and in all that time there they never saw each other until after their discharge. He also remembers when the ship was stuck in the Panama Canal. He will never forget the signing of the Peace Treaty to end WWII. Boy, was he proud, that is one thing he will never forget.

ATTORNEY WADE P. BETTIS, USS *Alabama*, 1st Lt., 67 years of age, having been born on Aug. 13, 1922, in the state of Idaho. He was raised as a farm boy and graduated high school in 1940 as number two in a graduating class of over 100. He was awarded a full four year college scholarship. In the fall of 1940 he enrolled as a prelaw student at Willamette University in Salem, OR. That is the oldest college/university west of the Mississippi River, having been founded in 1842. He was elected president of the freshmen class.

In August 1942 enlisted as a private in the United States Marine Corps Reserve and served for almost four years during WWII. Was commissioned a 2nd Lieutenant in the spring of 1944 and was assigned to active service as a junior officer with the Marine detachment on the USS *Alabama* (BB-60). Was promoted to 1st Lieutenant and served on that ship until the end of WWII.

While still a noncommissioned Marine officer he married Mirian Elizabeth Miller who was a nurse in Shriners Hospital for Crippled Children. This was a first and only marriage for the two of them and next June 15, 1990, they will have been married 47 years. She will accompany him as a guest to the conference in the Kremlin this September. They have five adult children with successful jobs and/or businesses. They also have eight grandchildren.

Has a Bachelor of Law Degree from Northwestern College of Law, Portland, OR, and also a Doctor of Jurisprudence Degree from Northwestern School of Law, Lewis & Clark College, Portland, OR.

Is in the private practice of law and the sole practitioner. He associates other attorneys from time to time and as required. Has been a municipal attorney for approximately 35 years and has represented six small cities, two telephone companies, a fire district, nine school districts, and a rural fire protection district. He now specializes in probate matters, escheat recoveries and real property matters. He is one of only two Oregon attorneys engaging extensively in escheat recoveries. Also one of two Oregon attorneys, that he knows of, who were official delegates attending the U.S./Japan Bilateral Session on a New Era in Legal and Economic Relations which was held in the summer of 1988 in Tokyo, Japan.

CAPTAIN WILLIAM E. BETZER, U.S. Navy, graduated with distinction from the United States Naval Academy in December 1941. During WWII he served aboard the battleship USS *Texas*, participating in combat operations in the European and Pacific theaters. He saw action in the landings in French Morocco in 1942, in the Normandy Beach and Southern France invasions of 1944, and in the invasion of Iwo Jima and Okinawa in 1945.

Following the war, he took postgraduate work at the Massachusetts Institute of Technology, from which he received a Master of Science degree in Electrical Engineering in 1948. He next served on the Staff of Carrier Divisions One and Two, and in 1950 became Executive Officer of the destroyer USS *New*. After a tour of duty with the Bureau of Ordnance, he became Executive Officer of the amphibious command ship USS *Mount McKinley* in 1955, and from 1956 to 1958 commanded the destroyer USS *Kidd*.

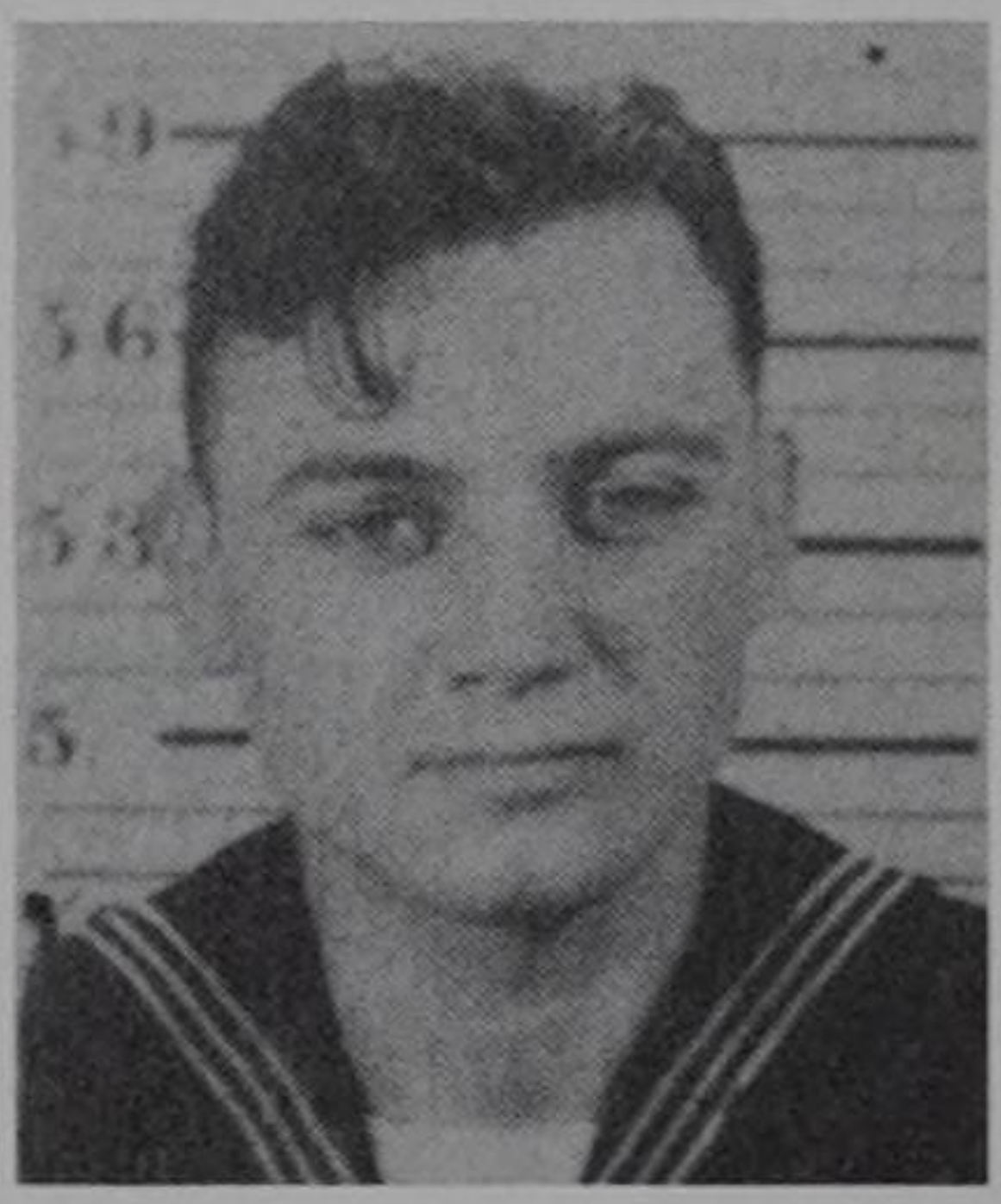
Capt. Betzer was then ordered to Pasadena, CA, as Bureau of Ordnance Technical Liaison Officer. Returning to Washington in 1961, he was assigned to the Bureau of Naval Weapons as Head, Armament Branch, Weapons Engineering Div.

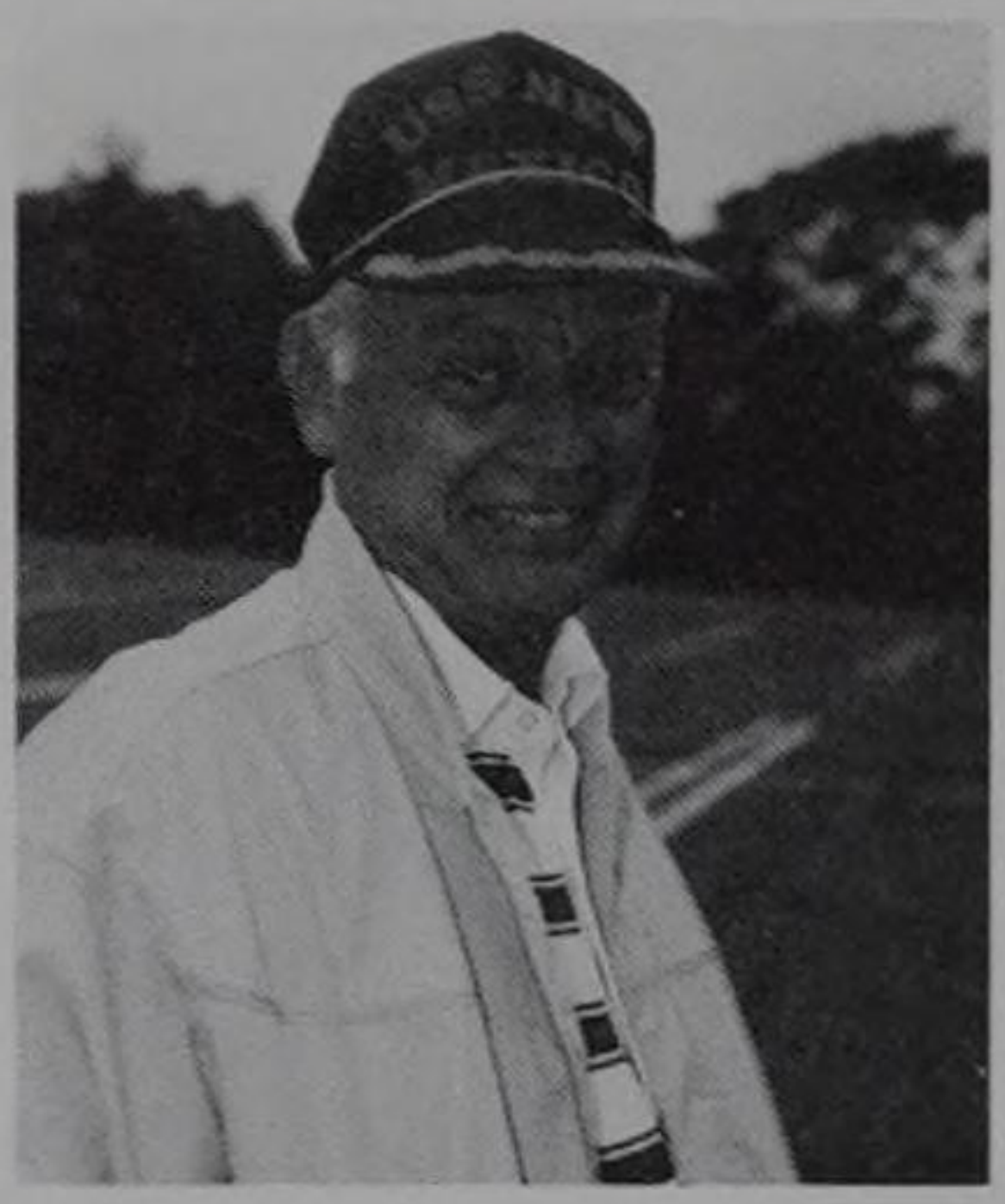
In 1963 Capt. Betzer returned to sea as Commanding Officer of the attack cargo ship USS *Union*. From this command, he was assigned as the Executive Officer of the Naval Ship Missile Systems Engineering Station at Port Hueneme, CA, from 1964 to 1968. In August 1968, he became the Commanding Officer of the Naval Fleet Missile Systems Analysis and Evaluation Group, Corona, CA. During this period he completed a University of California certificate program in business management for technical personnel and the Executive Program at the University of California, Los Angeles. He assumed command of the Naval Weapons Station, Seal Beach, CA, on July 9, 1971.

Retiring from the Navy in 1972, Capt. Betzer joined the engineering firm of SYS in San Diego where he is currently employed as Technical Director.

Capt. Betzer is a member of the United States Naval Institute, the Institute of Electrical and Electronic Engineers, the American Ordnance Assn., and the Sigma Xi honorary engineering fraternity. He and his wife, the former Amy Morrissey of Annapolis, MD, have one son, William Jr., and two daughters, Anne and Leslie.

EUGENE VINCENT BIALSKI, A-224-41-74 USN enlisted Oct. 16, 1941 Newport, RI. N.T.S. Apprentice Seaman B-transferred Dec. 18, 1941 to USS *New Mexico* (BB-40) under the command of Capts. Bailey, Brown and Downs, USN.





Now from Navy Intelligence comes renowned captain and author of "Torpedo Junction", E.M. Zacharias who takes command of Queen of the Sea. Under his command the USS *New Mexico* goes under numerous overhauls and repairs. After yard work, the *New Mexico* proceeds to the Aleutian Islands. With the bombardment of Kiska Island on July 22, 1943 and July 26, 1943, they engaged the enemy. At this event Capt. Zacharias was told by flag not to engage the enemy in night firing. Zacharias said "Hell with the flag" and they opened up, thus receiving commendations for the actions taken.

Bialski is now retired. The wife and he travel extensively. God bless all hands who go down to the sea in ships.

MARVIN EDWARD BICKFORD, EM2, USS *Alabama*, born Oct. 7, 1922 in Tivoli, TX. Boot camp, Great Lakes, IL. Electrical school, Ames, IA. Assigned to USS *Alabama*. Reported to Casco Bay, Portland, ME. Transferred to Navy receiving station, Fargo Building, Boston, MA. Boarded transport to Argentia, New Foundland. Back on same transport to Pier 92, New York City. Transferred to Lido Beach receiving station, Long Island Sound, NY. August 1943 - transferred to Norfolk receiving station and finally aboard the USS *Alabama*. Discharged Jan. 15, 1946.

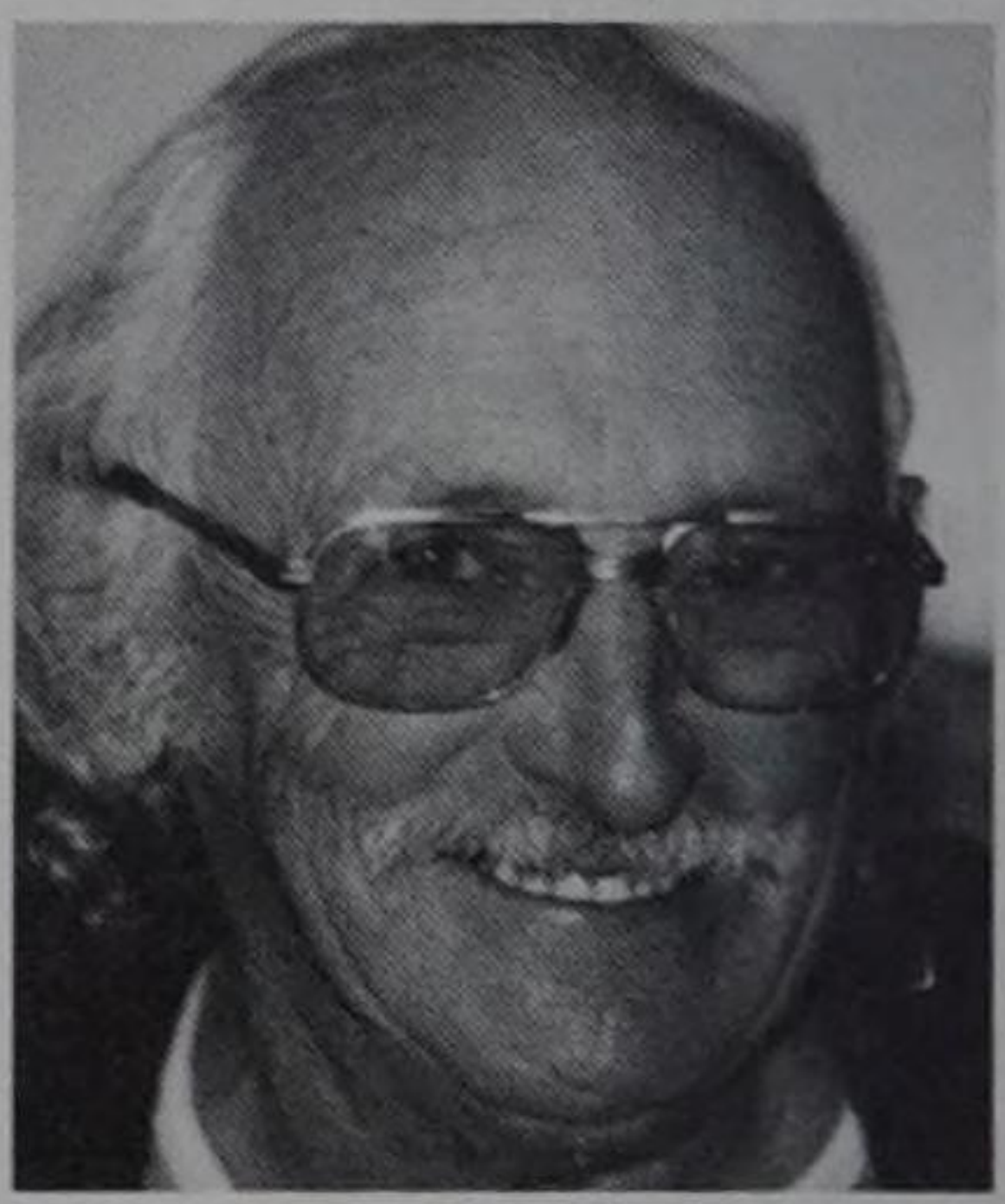
Medals received: Good Conduct Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal - with one Silver Star and four Bronze Stars, WWII Victory Medal, Navy Occupation Service Medal - with Asia Clasp, Philippines Liberation Ribbon - with one Star and Philippines Presidential Unit Citation.

Married Ann Hudson on June 3, 1950. They have four children and seven grandchildren. He worked for the City Public Service Board as Sr. Relay Technician. Retired April 1, 1983.

NORMAN W. BICKFORD, USS *South Dakota* (BB-57), Shipfitter Second Class, born Sept. 14, 1921 in Ashburnham, MA and was educated through 12 years of school there.

Joined the Navy on Sept. 2, 1941 and had his boot camp at Newport, RI.

Went to Service School at Great Lakes and Ford Motor Co. in Dearborn, MI from Oct. 29, 1941 to March 4, 1942.



Assigned to the USS *South Dakota* (BB-57) March 5, 1942. Put it into commission March 20, 1942 at Philadelphia Navy Ship Yard. After shakedown cruise, left for the Pacific area via the Panama Canal, which was a great experience.

Our first experience of war was Oct. 26, 1942 at the Battle of Santa Cruz. We were awarded Navy Unit Commendation for Santa Cruz. October 26, 1942 Guadalcanal, Nov. 14-15, 1942, also medals for Gilbert Island, Marshall Islands, Hollandia Campaign, Marianas and Caroline Islands Campaign.

He left the *South Dakota* on Aug. 23, 1944 for schooling in San Diego, CA. After that, he was assigned to the USS *Kankakee* (AO-39) for the duration. He was discharged from the service on Aug. 26, 1947.

Feels he was quite fortunate to have seen so much and feels the six years in the service taught him a lot.

Presently now retired after working for the U.S. Postal Service for 31 years.

Married and raised four children and now helping raise their nine grandchildren and one great-granddaughter.

PAUL C. BIGHAM, USS *Arkansas* (BB-33), born Aug. 14, 1921 in Rushville, IL. Joined the USNR July 29, 1942. Attended boot camp at Great Lakes, then attended Naval Training School at Purdue University for 16 weeks. Went aboard the *Arky* after graduating and served aboard until August 1945. Achieved the rank of EM1/c. Discharged Oct. 11, 1945. Received two stars for the American Area and European-African-Middle Eastern and two stars for the Asiatic-Pacific area.

Bigham is married, has been since Dec. 21, 1941. He has four children, two boys and two girls. One son is now serving in the U.S. Navy and has been for 14 years. There are eight grandchildren and two great-grandchildren.

After leaving the Navy he worked as a construction electrician with the IBEW, until retirement in 1984. Since then spends his time bicycling, playing cards and traveling the country visiting his children and their families. Has attended all of the *Arky* Reunions.

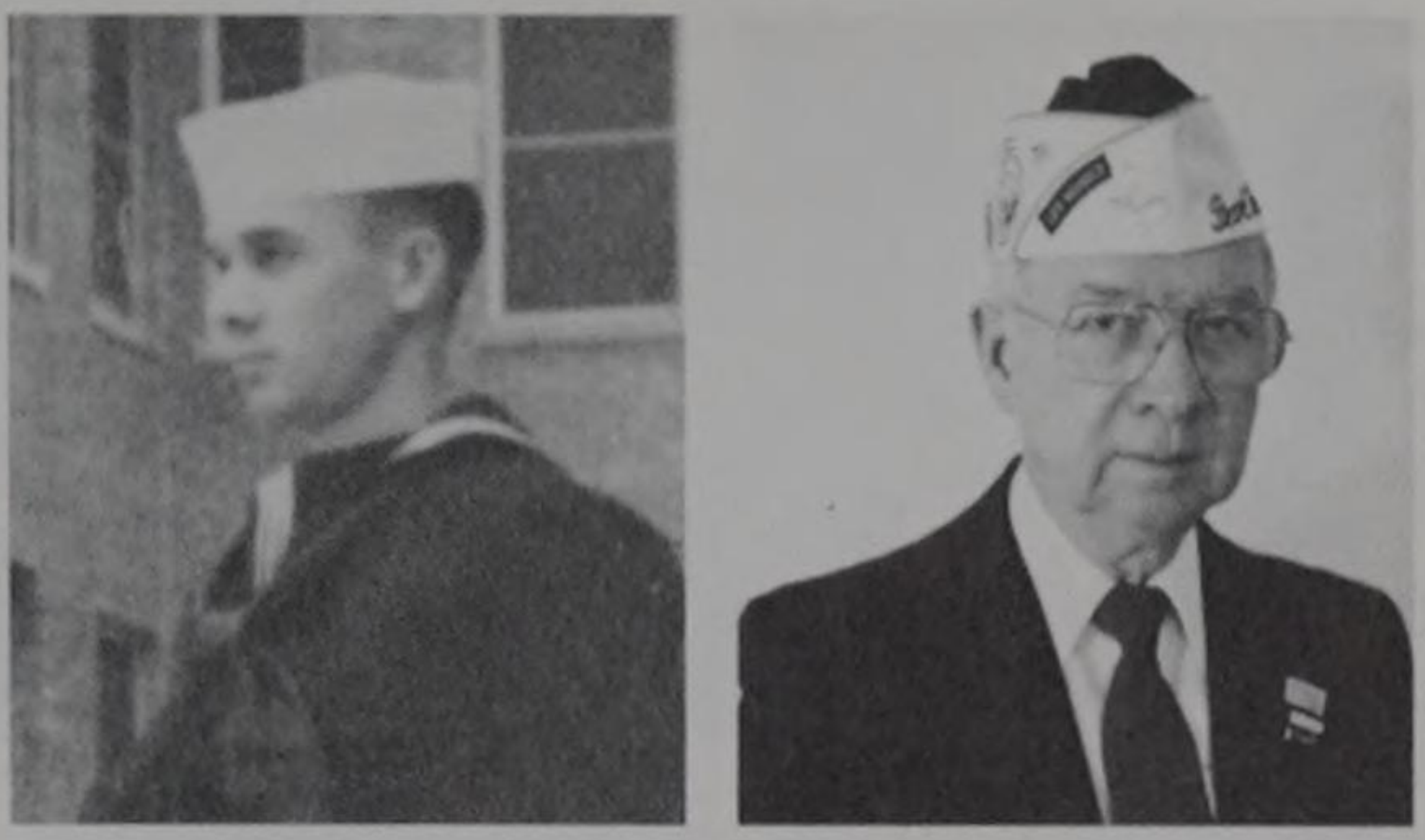
JOHN F. BIRD, SK3/c, USS *Arkansas* (BB-33), born April 17, 1914, Elkins, WV, drafted into Navy at age 30 in Erie, PA. At that time was married with four children. Had six weeks boot camp training at Bainbridge, MD. Left Pier 91 New York on USS *Shamrock Bay* (CVE) for Europe. Transferred to the USS *Arkansas* at Oran Africa for the invasion of Southern France. Was assigned to the 6th Div., Battle station, powder room, turret 6, six decks below. Forgot to mention, had never seen a 12 inch gun turret or powder magazine before. Thank the Lord for an understanding Gunners Mate who led him to the powder room and gave him brief instructions.

After 60 days of battle at Okinawa and an encounter with a Kamikaze they returned to Guam for repairs and to train for the invasion of Japan. The "bomb" was dropped and shortly VJ Day. Back to Okinawa to pick up passengers and while there, to ride out a typhoon in the China Sea. More frightening than the invasions. On to Pearl Harbor, then to Seattle, WA for Navy Day October 1945. Then across country by train for discharge at Sampson Naval Base, NY on Oct. 31, 1945. Back to work at the Erie Printing Co. for a year. Resigned, sold his interest and enrolled at Carnegie Tech, Pittsburg, PA for a course in printing plant management. After a tour of the country and many interviews, obtained a position in Denver, CO as production manager of a large printing plant. Moved wife, four children, and furniture to the wild and wooly west. Retired after 30 years and moved to Port Aransas, TX on Mustang Island where you catch fish every day. Married 57 years, ten grandchildren and six great-grandchildren. Attended the 4th annual reunion of the "Grand Old Arky" in May 1990 at Houston, TX.

ROBERT M. BISHOP, USS *Tennessee* (BB-43), FCS1, born Dec. 19, 1920 in New Somerset, OH. Moved to West Austintown, OH in 1922. Attended Austintown Fitch School. Enlisted in the Navy Sept. 15, 1940. Recruit training was at Norfolk, VA.

Went aboard USS *Tennessee* day before Thanksgiving 1940, and was assigned to fire control division after a week in the deck force. Was aboard *Tennessee* during attack on Pearl Harbor and stayed aboard until May 24, 1945.

Attended Advance Fire Control School in Washington, D.C. from June 1945 to March 1946. Was assigned to new heavy cruiser, USS *Rochester* and then new light cruiser, USS *Manchester*. Was discharged Nov. 19, 1946 at Boston Naval Receiving Station.



Was recalled into Naval Reserve Oct. 16, 1950 for Korean conflict. Assigned to destroyer tender USS *Shenandoah* (AD-26). Did a six month tour of duty in Mediterranean during this assignment. Was discharged in March 1952.

Worked for U.S. Steel Corporation, Youngstown, OH. Retired in February 1980.

Past President, Mahoning Valley Chapter, Pearl Harbor Survivors Assn., member of the USS *Tennessee* Reunion Assn. and the American Battleship Assn. Active layman in United Methodist Church and Masonic Orders.

FREDERICK E. BITTING, CDR, USN (Ret.), USS *Arkansas* (BB-33), USS *New Jersey* (BB-62). Enlisted after graduating from high school June 1929. To Norfolk, VA for boot training and Machinist Mate's School. Graduated November 1930 and ordered to the USS *Asheville* (PG-21) in Panama. To China in 1932 and to the USS *Monocacy* (PGR-20) on the Yangtze River in 1933.

Back to the States in 1934 and the USS *Barney* (DD-149) as Fireman 1c and Machinist Mate 2c 1934-35. USS *Arkansas* temporary duty 1935-36. Commissioned the USS *Erie* (PG-50) 1936-41. Promoted to Warrant Machinist. To USS *Arkansas* (BB-33) as 'A' Div. Machinist 1941-43. Married **The Girl** in Boston October 1941. Temporary commission as Ensign June 1942.

To Brisbane, Australia as Maintenance Officer of Escort and Minecraft Sdns. February 1943. Commissioned USS *Redstart* (AM-378) at Savannah, GA as Engineer Officer and Commanding Officer, 1945-46, Commander Task Unit 57.7.1 combined Japanese-U.S. sweep. Engineer Officer USS *Adams* (DM-27) 1945. Commanding Officer USS *Laws* (DD-558) and on decommissioning to San Diego Group, 19th Fleet as Assistant Material Officer, 1946. Received permanent commission June 1946 and to University of Utah under college training program 1947-49. Graduated June 1949 and to the USS *Charles S. Sperry* (DD-697) as Executive Officer. To Korea, and on return to Key West, Anti-Submarine Detachment 1951-54. To the USS *New Jersey* (BB-62) as Engineer Officer 1954-57. On decommissioning to the USS *Betelgeuse* (AK-260) as Commanding Officer. To the Pentagon 1959 and retired Nov. 1, 1962.

After retirement went to work at Howard University in Washington, D.C. as Maintenance Supervisor 1964-73 and Communications Coordinator 1973-78. Retired again and moved to Fair Haven, VT, where he is kept busy by the town people and the various organizations and associations of which he is a member.

MARVIN M. BLACK, USS *Tennessee* (BB-43), USS *North Carolina* (BB-55), born Nov. 26, 1910 at Curryville, GA. Attended schools and grew up at Ider, AL. High school at Flat Rock, AL.

March 16, 1931, joined Navy at Chattanooga, TN. Great Lakes Naval Training Station Class A School at N.T.C. San Diego. December 1931 to Jan. 3, 1941 on board USS *Tennessee* (BB-43) F3/c to EM1/c. January 1941 to March 1943 on board USS *North Carolina* (BB-55) placed in commission in April 1941.

April 12, 1943 married Anne Salvia at Brooklyn, NY. Two daughters, Eileen and Patricia and one son Charles, (Air Force Academy, class of 1970).

1943 - S.C.T.C. Miami. To G.M. Diesel School, Little Creek, VA. Solomons, Mediterranean, Amphibious Training Command, Atlantic, LST-628. Pacific Reserve Fleet, Astoria, OR. USS *Philippines Sea* (CV-47) Pac. Reserve Fleet at San Diego. USS *Shasta* (AE-6). Discharged U.S. Navy Sept. 16, 1944 rank of Lieutenant.

Racing Cutter Crews: won - 1932 Olympic Cup - San Francisco, won - 1933 Seattle Times Cup, won - 1935 Engineers Cup as Coxswain.

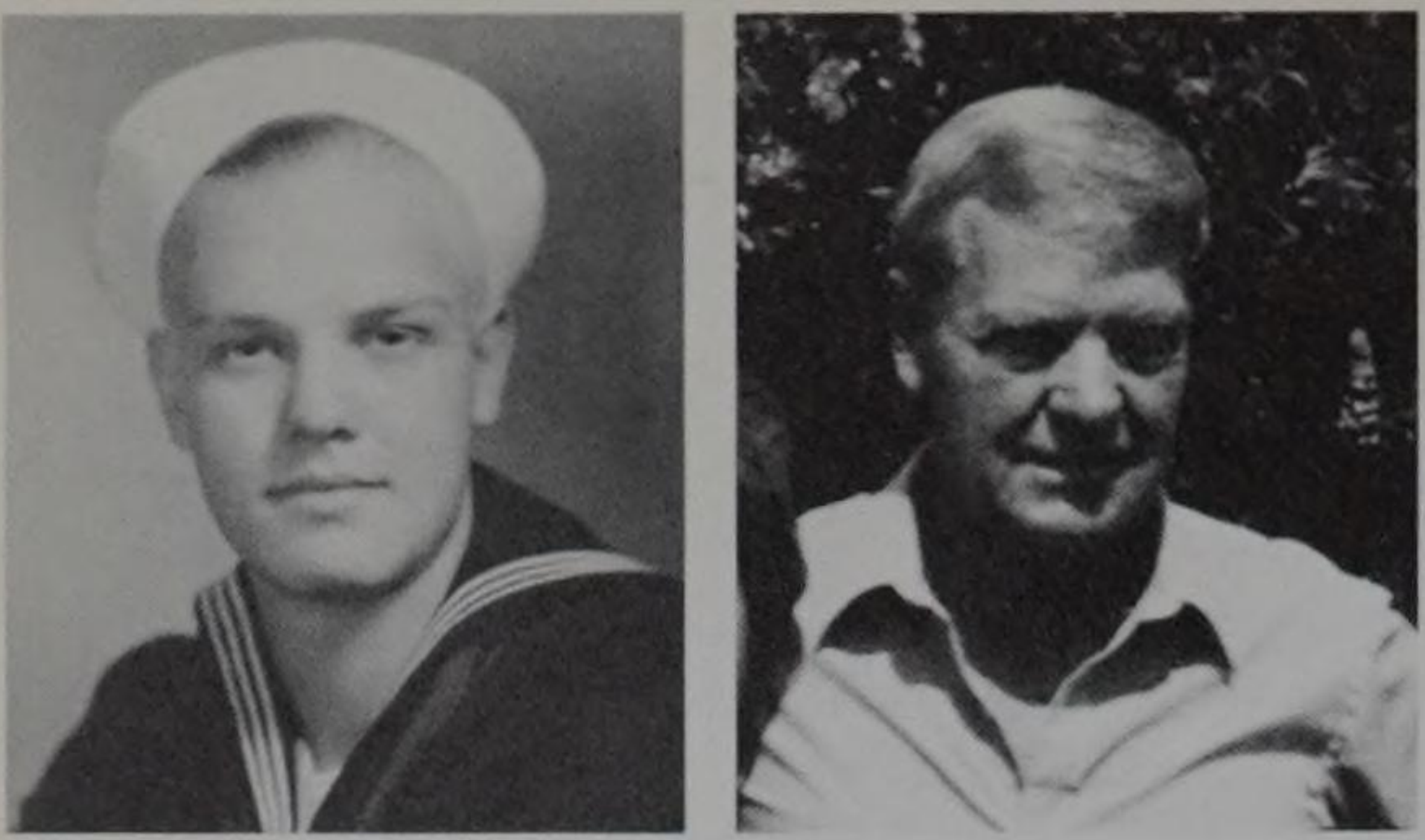
TED BLAHNIK, enlisted in the U.S.N. August 1940 and was honorably discharged in August 1946. His first ship was the light cruiser USS *Helena* which participated in the Japanese attack on Pearl Harbor, Battle of Cape Esperance, Battle of Guadalcanal and was sunk during the Battle of Kula Gulf. On returning to the States he eventually reported to NRTC Newport, RI where the pre-commissioning crew of the USS *Wisconsin* was being formed. His greatest recollection about Newport was the enormous amount of new recruits (including officers) who would crew the ship. Ted remained aboard the *Wisconsin* until he was transferred, via coal bag, on Aug. 20, 1945.

Sent back to the States he spent the remainder of his six year cruise serving at the Demobilization Pool at Great Lakes and as Shore Patrolman in Chicago.

Ted went on to teach school for 22 years and is presently retired and National President of the Guadalcanal Campaign Veterans organization.

LESLIE BLAIR, USS *Wells*, CFC, born Kinta, OK. At 17 told his mother he was "gonna" join the Navy; she "kinda" laughed. Next day he hitched rides to big city Tulsa, OK. Was bussed to Dallas and enlisted for six years Sept. 9, 1939. A frightened country boy, was on a train to NTS San Diego.

After boot camp went aboard old Destroyer USS

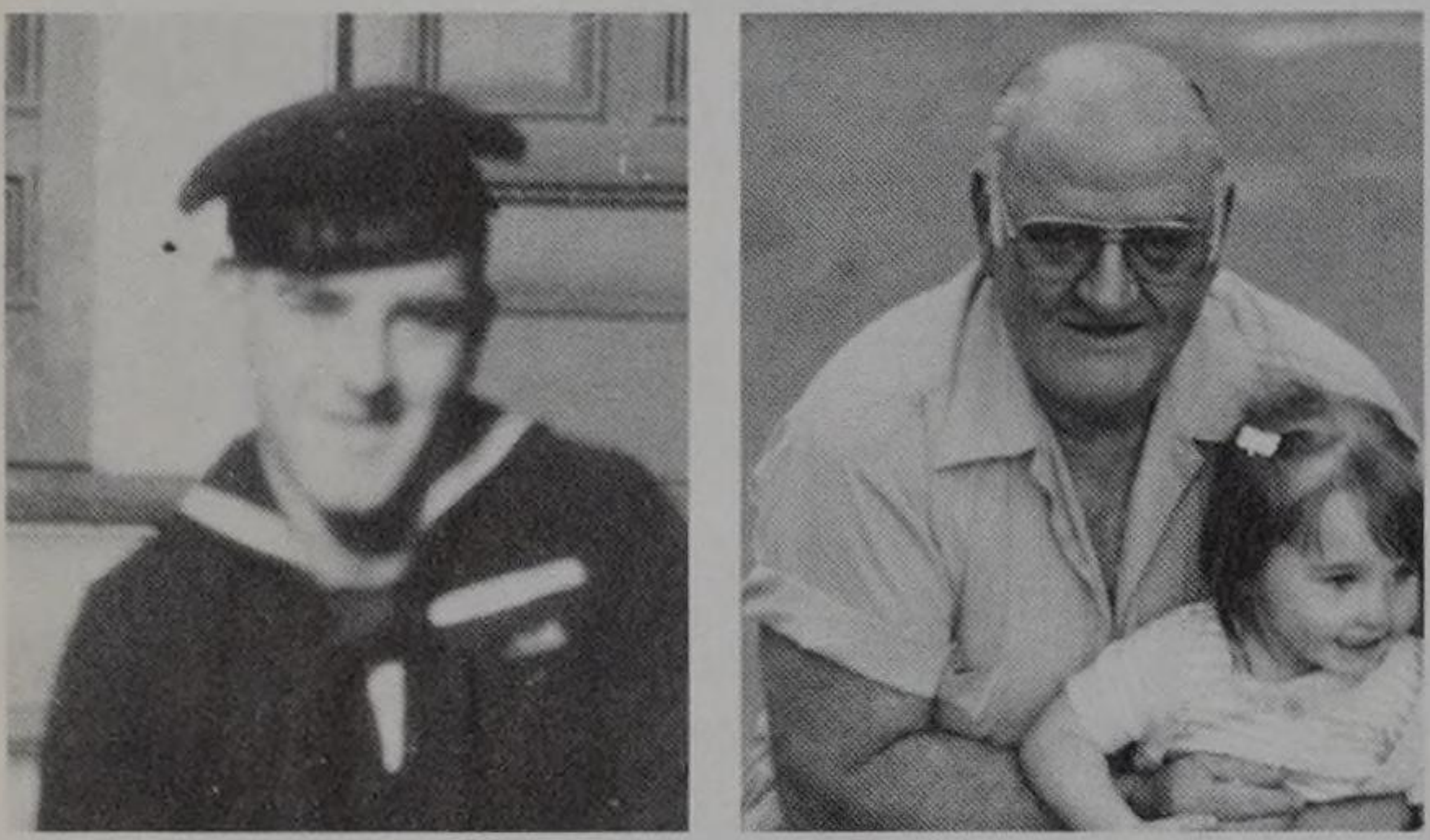


Wells in "moth balls" months of scraping and barrels of red lead it was ready for sea.

Duty - Operated on both sides of Panama Canal and GTMO Bay Cuba. September 1940 to Halifax, N.S. to hand over to the British. Picture was in Life Magazine that September. Transferred to USS *Pennsylvania* and operated in and out of Pearl Harbor. On Dec. 7, 1941, was lying on deck and saw planes start diving, then giant explosions all around. Then to his gun station. A bomb hit his 5" gun and sailors all around him killed. Was in many battles from the Aleutians to the South Pacific. Honorably discharged Sept. 28, 1945.

Seven brothers in his family - all in WWII. Retired kitchen and bath designer. Married 48 years, two sons and two grandsons.

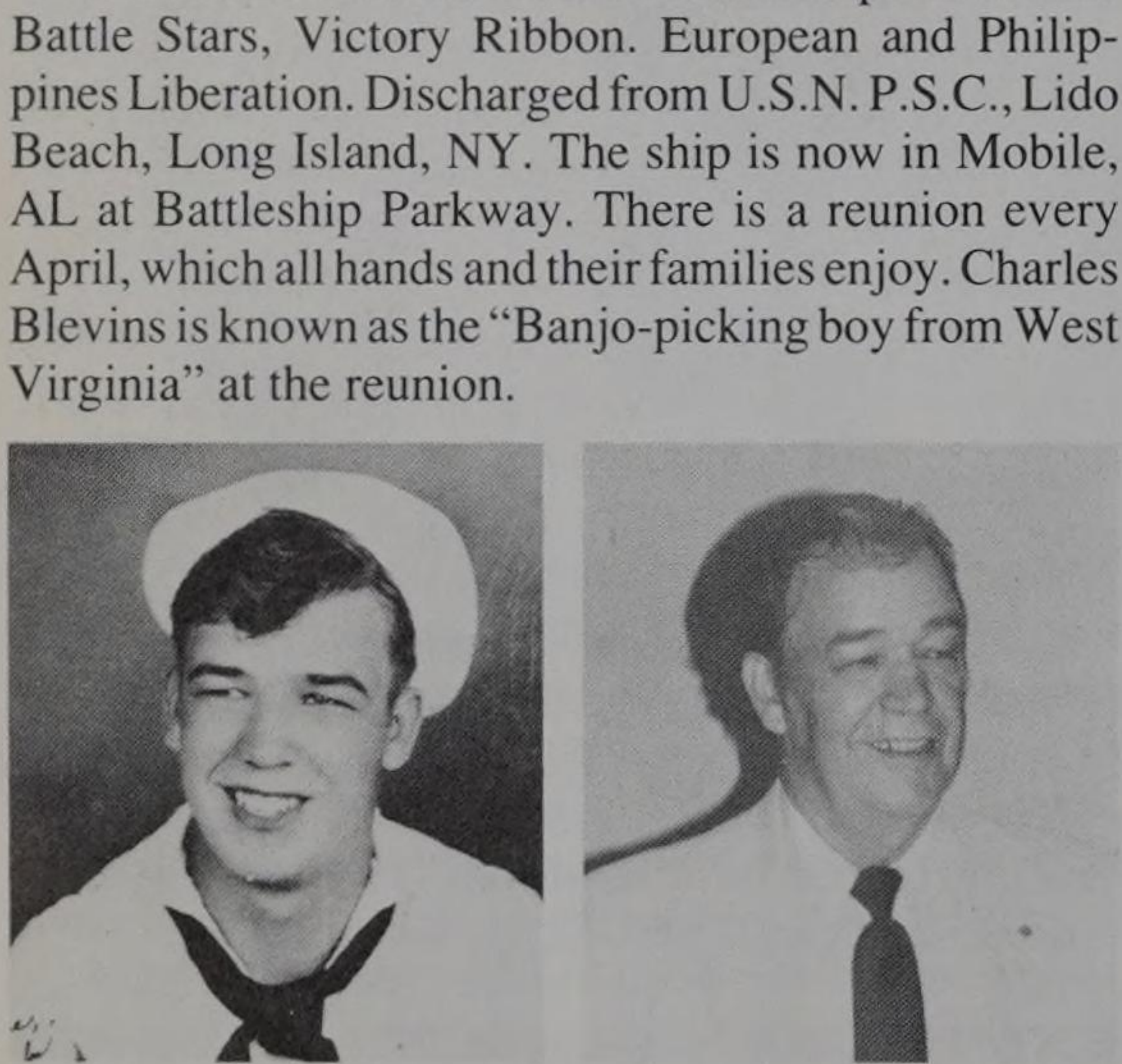
BERNARD WILLIAM BLAKE, S1/c, USS *Missouri* (BB-63) born Sept. 7, 1926 in Boston, MA. Graduated from Brighton High School. Joined the Navy Aug. 14, 1944. Was stationed at HTC Sampson, NY and on board the USS *Missouri*.



Service awards include: American Defense Medal, Asiatic Pacific w/three Stars, Victory Medal, Occupation Medal. Blake's father served on the USS *Pennsylvania* (BB-32) during WWI. Blake is a member of the USS *Missouri* Assn.

He is married and has five children and four grandchildren. Retired on Dec. 29, 1989.

CHARLES V. BLEVINS, USS *Alabama* (BB-60) joined the U.S. Navy June 7, 1942. Operated in the Atlantic and Pacific theaters of war. Recipient of nine Battle Stars, Victory Ribbon. European and Philippines Liberation. Discharged from U.S.N. P.S.C., Lido Beach, Long Island, NY. The ship is now in Mobile, AL at Battleship Parkway. There is a reunion every April, which all hands and their families enjoy. Charles Blevins is known as the "Banjo-picking boy from West Virginia" at the reunion.

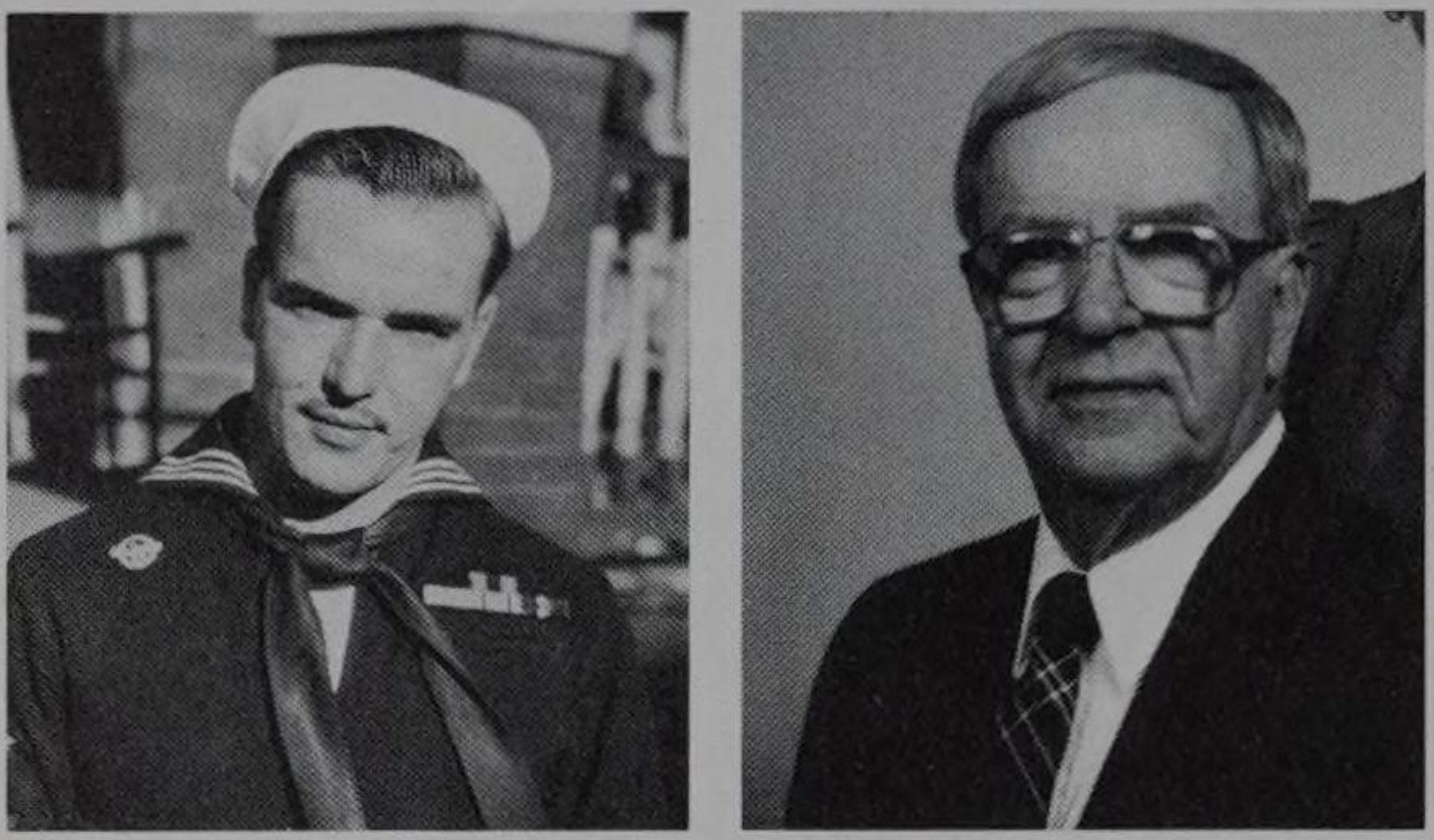


Charles is married to Laura Bell (Horn) Blevins. They have three daughters, Carletta Ann Copley, Peggy Sue Savage, and Tina Ruth Hatfield. They have three grandchildren, Tashina Ann, Tiffany Elaine and Robert Charles Savage.

Blevins has worked in the coal mines. He is owner and operator of Red Robin Inn, a tavern at Borderland, WV. He is also a landlord.

HENRY G. BOOSKE, USS *Pennsylvania* (BB-38), Quartermaster 3/c. Inducted into the U.S.N.R. as a draftee Feb. 22, 1943 and assigned to RS Bainbridge, MD for boot indoctrination. Next assignment was NTS Newport, RI for Quartermaster School. December 1943 sent to Pearl Harbor and assigned to duty aboard the USS *Pennsylvania* Jan. 6, 1944. Participated in the following combat operations: Marshall Island (Kwajalein and Eniwetok), Marianas Island (Saipan and Guam), Palau Island (Peleliu), and Philippines Island (Leyte Gulf, Japanese surface battle of Surigao Strait, and Lingayen Gulf).

Returned to Hunters Point, CA and reassigned to USS *Neuendorf* (DE-200) in the Philippines Island Sept. 1, 1945. Discharged from RS Bainbridge Nov. 13, 1945.



June 1950 received BS in Mechanical Engineering from Drexel Institute of Technology, Philadelphia, PA. Employed by Pratt & Whitney Aircraft, East Hartford, CT 1950 through 1955. Joined RCA Color Tube Div., Lancaster, PA 1956 through 1986.

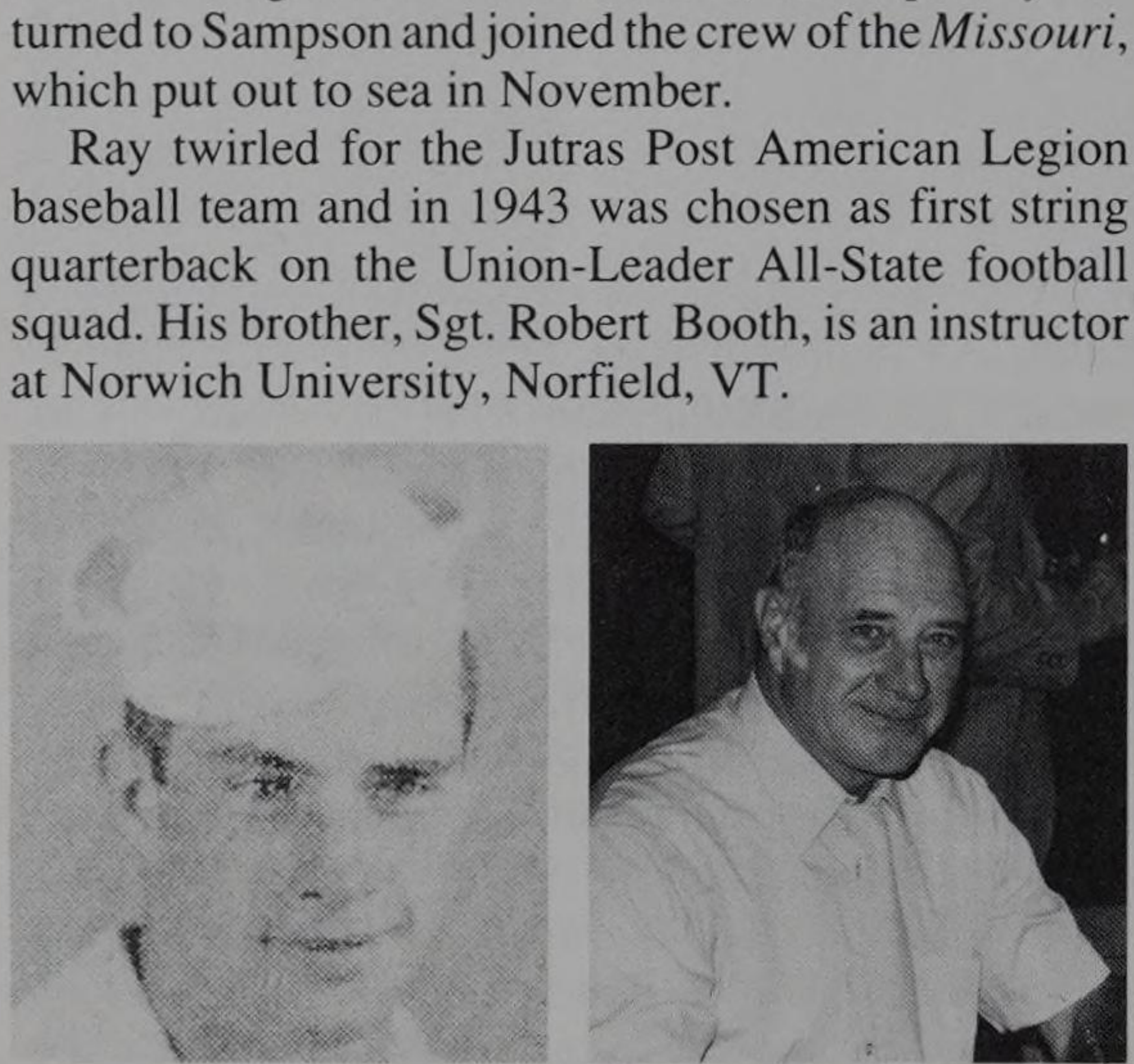
Wife, Anne Weaver Booske and he are enjoying retirement and visiting their children, Marijean and John, along with the grandchildren.

His interest returned to the USS *Pennsylvania* in 1971 when he searched the records and found the Ship's Presentation Silver Service of 162 pieces stored in California. He had it returned to the Pennsylvania State Historical Museum for display and utilization at State functions. A catalogue entitled "The USS *Pennsylvania* and Her Silver" is available at the William Penn Memorial Museum, Harrisburg, PA 17108.

RAY BOOTH, USS *Missouri*, is the son of Mr. and Mrs. Walter A. Booth. Ray entered service Aug. 9, 1944 after graduating from West High School, where he starred as a quarterback on the football team and as a pitcher on the baseball squad, being captain of both in his senior year.

Following boot training at Sampson, NY, Seaman Booth was granted a leave home, subsequently returned to Sampson and joined the crew of the *Missouri*, which put out to sea in November.

Ray twirled for the Jutras Post American Legion baseball team and in 1943 was chosen as first string quarterback on the Union-Leader All-State football squad. His brother, Sgt. Robert Booth, is an instructor at Norwich University, Norfield, VT.



One of the most memorable days, they all were, outside of the day of the Japanese surrender, was a moment in Spot #1, Sky Control, his Battlestation. The two gunnery officers, Comd. Player and Comd. Rentland, and he were a close knit team. As he plotted the incoming enemy aircraft, giving direction and speed, there would come a time when Comd. Player would turn to him and say, "Damn it Ray, I can see the bastards." At this he would take off his head set and having no further duty would watch the greatest show on earth, WWII.

It was on one of these occasions when they were under attack by enemy aircraft that one was spotted coming in on their after quarter. Comd. Player, Comd. Rentland, and himself, were watching this plane diving toward the ship. It became apparent that he was going to land in their lap, all that was visible to them was the nose of the plane, neither side of the wing or fuselage were visible. The position he was diving from restricted the number of 5" guns that could fire. At the last second a shell burst just in front of and below the nose. You could see the plane bounce up and as it went by their position; you could see into the cockpit which was at this time a ball of flames. The plane rolled over and crashed off the bow. Booth turned to Comd. Player, who was an avid cigar smoker or chewer, and as he said, "That was a close one," Booth noticed he had bit his cigar in half. They all shook hands as it was a good feeling to know they came close but made it.

The past 38 years have been spent in a different kind of war; 21 years with the New York City Police Department - Organized Crime Unit, 13 years with the Special Prosecutor, and four and one-half years with the Queens County District Attorney's Office, New York.

CAPTAIN JOHN C. BORDEN, U.S. Navy, was born in Wilson, NC, on July 25, 1918. Son of Sydnor J. and Annie May (Corbett) Borden. He attended Atlantic Christian College, in Wilson; Randolph-Macon College, Ashland, VA; and Draughon's Business College, Columbia, SC. Prior to entering the Naval Service in July 1940, he was bookkeeper for Imperial Tobacco Co., Ltd., in Wilson. Reporting to the USS *Wyoming* in July 1940, for the Midshipmen's cruise, he attended Midshipmen's school on board the USS *Illinois* from August to November of that year and was commissioned Ensign, U.S. Naval Reserve, on Nov. 14, 1940. Through subsequent advancement and his transfer from the Naval Reserve to the U.S. Navy in 1945, he attained the rank of Captain, U.S. Navy, July 1959.

In November 1940 he joined the USS *Nevada* serving as a turret junior officer and signal officer at Pearl Harbor when the Fleet was attacked by the Japanese on Dec. 7, 1941; his ship was sunk and he received a head injury; after about 15 minutes of unconsciousness, he became aware of the situation and assisted during the emergency. In June 1942, he was transferred to the USS *Alabama* as signal officer, and as such participated in three major operations in the Pacific during the period ending March 1944. Throughout the remainder of WWII, he was Communications Officer of the USS *Pittsburg*, in which he participated in two further operations (Iwo Jima and Okinawa Gunto) in the Pacific.

Detached from the *Pittsburg* in November 1945, after his transfer to the regular Navy in October, he was next ordered to duty on the Staff of Commander Naval Forces, Philippines, and had communications and security duty from March 1946 to April 1947; he was in Manila on Philippines Independence Day, July 4, 1946. After similar duty at the Naval Communication Station, Guam, during the period ending in December 1948, he attended the General Line School at Monterey, CA, graduating in December 1949.

From January 1950 to August 1951, he served as Executive Officer of the USS *Sarsfield*, and during the next 15 months was Commanding Officer of the USS *Charles J. Badger*. He served twice in his first Naval love, destroyers.

In November 1952, he reported to the Office of the Chief of Naval Operations, Navy Department, Washington, D.C., where he served as Communications Officer until July 1955. He then assumed command of the USS *Herbert J. Thomas*. On Oct. 31, 1957, he was ordered detached and to duty with the Chief of the Naval Section, U.S. Armed Forces Mission to Uruguay and Chief, Navy Section, MAAG, Uruguay, headquarters at Montevideo. Here, he received promotion to Captain. He was ordered to the Armed Forces Staff College in Norfolk, VA, in March 1960, where he served two years on the faculty. He was detached in June 1962 and reported to the USS *Navarro* (APA-215) on July 19 for duty as Commanding Officer.

When he returned from the USS Navarro (APA-215), he served from August 1963 to June 1965 as Chief, Doctrine Div., Department Assistant Director, NMCS Test, Evaluation and Doctrine, Defense Communications Agency, Washington, D.C. He retired from the Navy after 25 years of service.

Capt. Borden received the American Defense Service Medal with one Star, American Campaign Medal, Asiatic-Pacific Campaign Medal with six Stars, European-African-Middle Eastern Campaign Medal, and the National Defense Service Medal.

In 1942, he married the former Lois Hughes of Long Beach, CA, and they had three children: Beverly, John C. Jr., and David. After the death of Lois in 1976, he married the former Marie Mathis of Bedford, IN, in 1978.

Following his retirement from the Navy, he became a Senior Member of the Technical Staff, Computer Sciences Corporation (CSC) in Falls Church, VA. Upon his retirement from CSC in February 1980, he and his wife moved to Oriental, NC, near the locale of his youth. Capt. Borden soon became involved in community affairs; he was a member of the town board, the Mayor, and a capable leader in all his endeavors. He served as Chairman, Building Committee, United Methodist Church, and lived to see the three-year completion of a $300,000 addition/remodeling project.

Capt. Borden lost his life to cancer on Aug. 30, 1988. He was a most courageous, kind, and loving man who gave his life to his Creator, the Navy, his country, and fellowman. Submitted by Marie Mathis Hughes

VICTOR J. BOSCHINI SR., MM1/c USN, Plank Owner of USS *South Dakota* (BB-57), #3 Engine Room Plank Owner of USS *Missouri* (BB-63), A Div.

Born in Alliance, OH, enlisted in the Navy from Cleveland Aug. 4, 1941. Boot camp Great Lakes, IL. Company 125-J.P. TEAT-C.S.M. was Commanding Officer. Machinist Mate school December 1941 to March 1942. Assigned to the USS *South Dakota* March 1942.

First night slept in Campbell Soup warehouse, Camden, NJ. Next day board ship. Can you imagine a farm boy from Ohio who thought a row boat was big then seeing the *South Dakota*. Sail to Philadelphia Navy Yard. Left the *South Dakota* in December 1943 at New Caledonia.

Came home aboard one of the Mason liners to Treasure Island. Assigned to the *Missouri* February 1944, Brooklyn Navy Yard. Pre-commission detail was the best part of his Naval career.

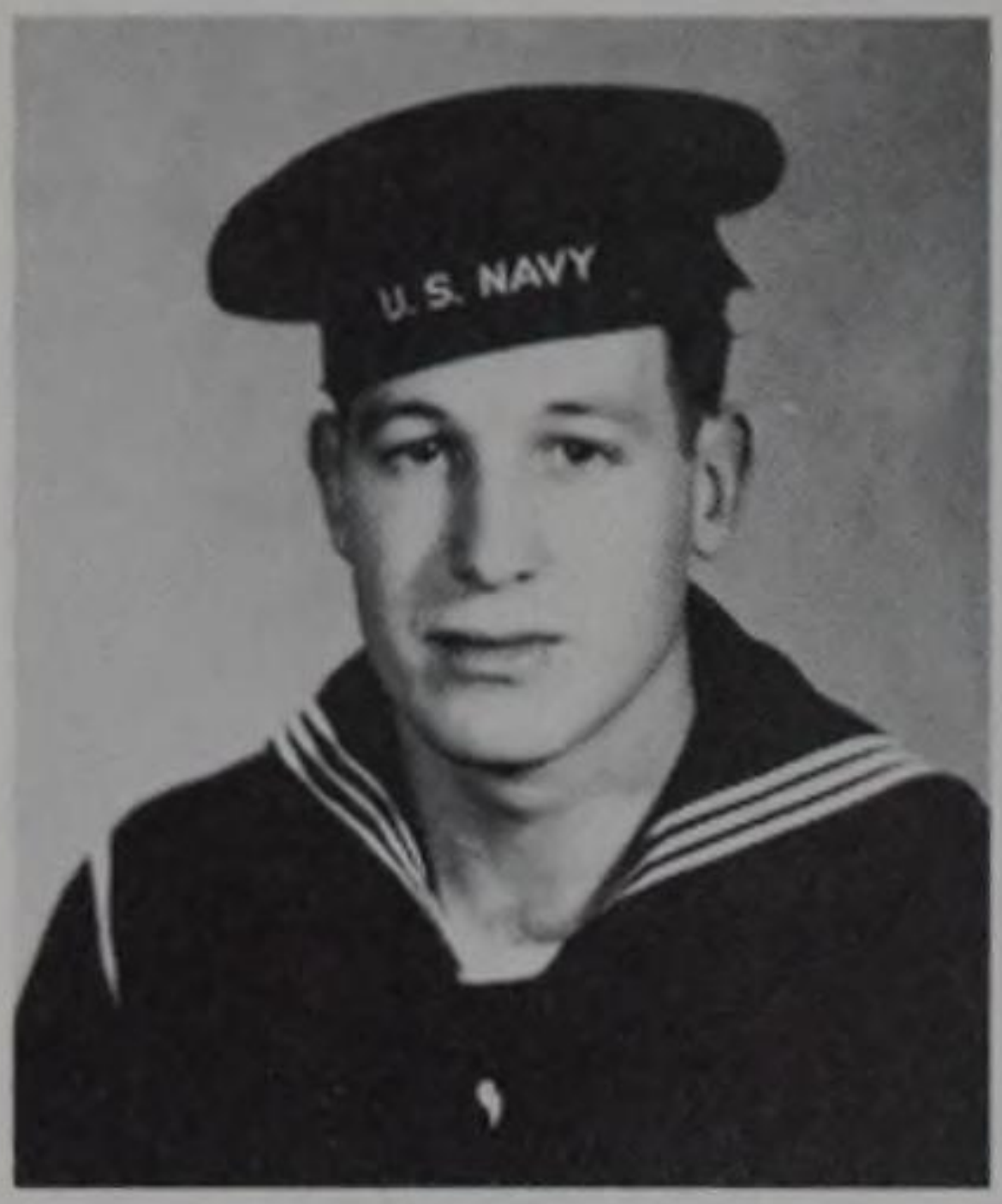
As for medals or battles, the history of the *South Dakota* and *Missouri* speak for themselves.

Another highlight was the Mediterranean cruise in spring of 1946 to Istanbul, Turkey; Athens, Greece; Rome; Naples; Corpi and Italy. They took back the Turkish ambassador's body.

Old battleship sailors never die they just sail away in their dream.

CHARLES JAMES BOST, RM2/c, USS *Arkansas* (BB-33) USS *Cincinnati*, USS *Texas* (BB-35), born Jan. 29, 1921 in Claremont, NC. Received Bachelor of Arts degree at Lenoir Rhyne College in Hickory, NC and Master of Arts from George Peabody College in Nashville, TN.

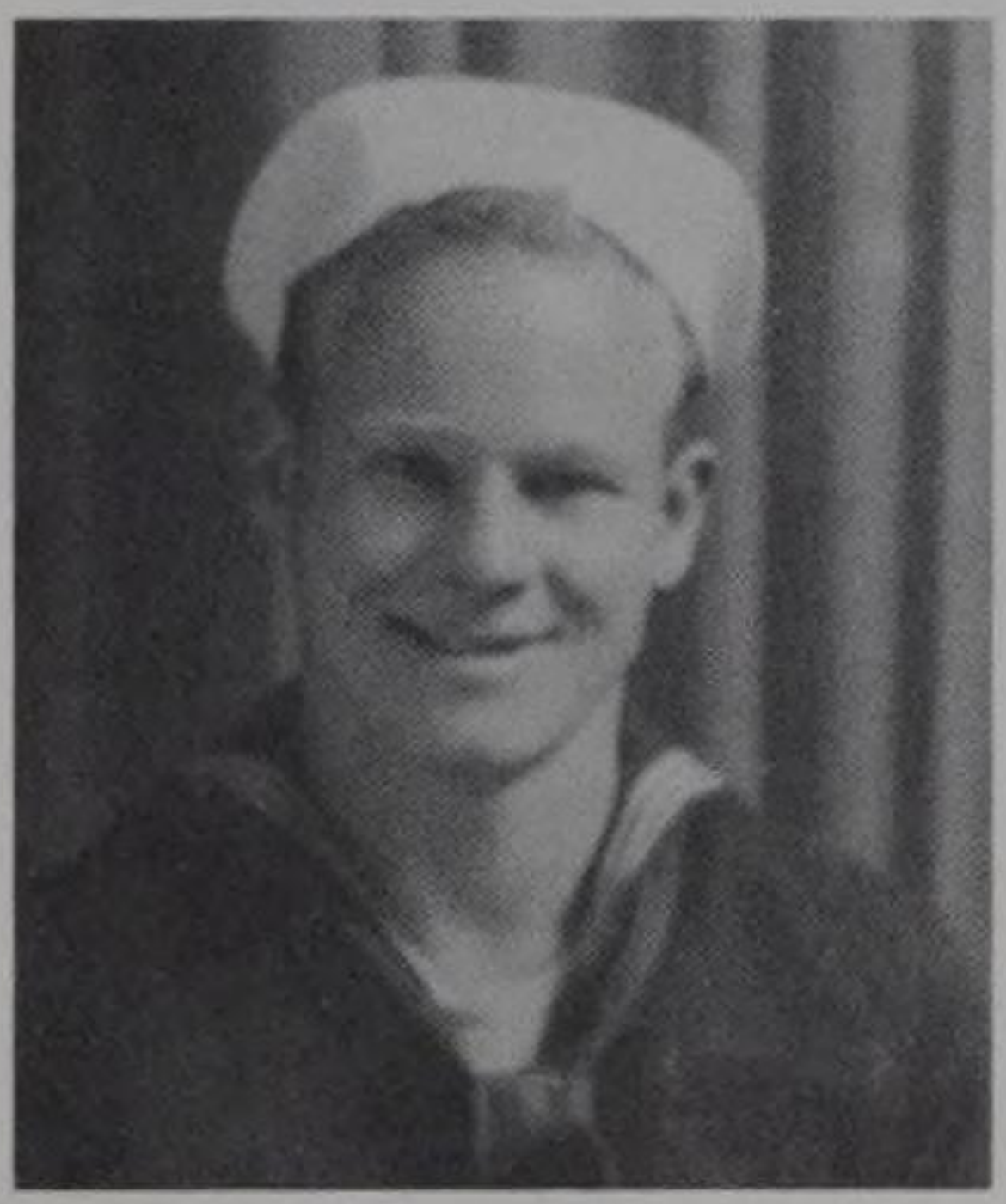
Joined U.S.N.R. June 7, 1942. Stationed at Naval Training Station in Norfolk, VA and RCA Radio School in New York, NY. Was discharged Oct. 24, 1945.



His memorable experiences are the invasion of Normandy, the bombardment of Cherbourg, the invasion of Southern France, going through the Panama Canal, the invasion of Iwo Jima and convoys in the North Atlantic when the Nazi u-boats were at their best.

Charles married Catherine D. Bost (deceased). They have two children and three grandchildren, two boys and one girl. He retired July 1, 1982 after being a teacher, coach and principal for 37 years in the North Carolina public schools.

WILLIAM L. BOWLES, USS *Arkansas* (BB-33), S1/c, born Oct. 4, 1921 in Harrisburg, PA. Enlisted Oct. 10, 1939. Recruit training at Newport, RI. Boarded the *Arky* in December 1939 at Norfolk, VA. Assigned to 7th Div. where initial Naval training had him holystoning, teak decking, scrubbing paintwork, shining brightwork, "volunteering" for working parties and mess cooking. Although three meals were served daily, was always hungry. Was seated at end of wooden mess table where a nearly empty tureen was passed to him after 1st, 2nd and 3rd class petty officers had had their fill.



Anyhow, survived and went on to serve 20 years aboard several ships and shore installations, retiring in February 1960 as Chief Quartermaster.

Worked for Federal Government in Washington, D.C. as Intelligence Research Specialist and at Maritime School in Piney Point, MD as Instructor. Fully retired in 1980 and currently residing in Leonardtown, MD.

CHARLES J. BRAEHLER, PMC/3c, USS *Pennsylvania* (BB-38), USS *Nevada* (BB-36). Enlisted in the Navy Oct. 4, 1941 in Louisville, KY. Was sent to Great Lakes, IL for boot training (six weeks) then went home for a week, then back to Great Lakes for more training. Sent to Pearl Harbor to go aboard USS *Pennsylvania* (BB-38). Took part in the following combat operations: Makin, Kwajalein, Eniwetok, Saipan, Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake, Okinawa and Attu.

When the flagship USS *Pennsylvania* arrived at Bremerton, WA on Oct. 24, 1945 she had earned eight Battle Stars and the Navy Unit Commendation.

His rate was frozen. Was transferred to USS *Nevada* (BB-36). Went aboard her and was sent back and forth from Pearl Harbor to the U.S. bringing service men to the States for discharge. Was discharged at Great Lakes, IL Dec. 9, 1945. Returned to Louisville, KY. Held the rank PMc/3c.

Is retired from General Electric and works as a volunteer at the V.A. Medical Center three days a week, also is Chaplain of the V.F.W. Post 3636.

HERBERT BROWN BRASELTON, USS *Pennsylvania* (BB-38), born Feb. 16, 1920 Braselton, GA. BBA degree University of Georgia 1942. Awarded rank of Ensign USNR April 14, 1942. Attended Naval Communications School. Duty aboard USS *Leedstown* (AP-73) and USS *Lakehurst* (APV-3). Participated in 1942 North African invasion. June 1943 transferred to Naval Air Station, Brunswick, ME. March 4, 1945 duty aboard USS *Pennsylvania*, arriving Buckner Bay, Okinawa Aug. 2, 1945 to participate in invasion of Japan. The *Pennsylvania* was torpedoed, being her only major damage during the war. Detached from *Pennsylvania* December 1945. Atlantic duty aboard USS *Houston* (CL-81) until discharge from service April 17, 1946, at which time rank was Lieutenant.

After Naval service went home to work for the next 43 years in the family businesses in Braselton, GA. Married in 1948 to a Virginian, Peggy Lee Watlington, and has two wonderful children, Beck and Herb, and one super grandson, Charlie. Retired 1989 having sold businesses to a movie actress.

JAMES PAUL BRAYBROOK, FC1 (SW) USN, USS *New Jersey* (BB-62). Born Jan. 22, 1949 in Syracuse, NY. Attended Man Island Elementary School in Man Island, CA and graduated high school in Cherry Hill, NJ. Enlisted in Navy in 1967 and attended recruit training in Great Lakes, IL.

Served aboard the USS *Blandy* (DD-943) from 1971-1973 serving off the coast of Vietnam. Attended college from 1974-1978 and earned a bachelor's degree.

Returned to active duty aboard the USS *Prairie* (AD-15) for a Wespac cruise. From 1985 to 1988 served aboard USS *Peleliu* (LHA-5), an amphibious assault helicopter carrier.

After attending advanced electricians school in San Diego for the Phalanx (CWIS) weapons systems.

He served aboard the USS *New Jersey* (BB-62) which he is presently serving on. He is active with the Boy Scouts. He is an Eagle Scout and a member of the National Eagle Scout Assn. and a member of the USS *New Jersey* Veterans, Inc.

WILLIAM M. BRAYBROOK, Capt., USN, (Ret.) Gunnery officer, USS *New Jersey* 1952-54. Engaged in gunfire support of U.S. Forces in Korea.

Born in Detroit, MI, 1916. Graduated U.S. Naval Academy, 1940. Married Isabel Margaret Basye of Rochester, NY in 1944. They have three sons and three daughters.

Served on the USS *Tuscaloosa* (CA-37) from July

1940-December 1946. He was an Ensign to Lieutenant Commander in Atlantic and Pacific Theaters.

Attended U.S. Naval Reserve Training Center, Liverpool and New York, 1947-1950.

USS *Harlan R. Dickson* (DD-708) Executive Officer, 1951-1952 - Atlantic Fleet.

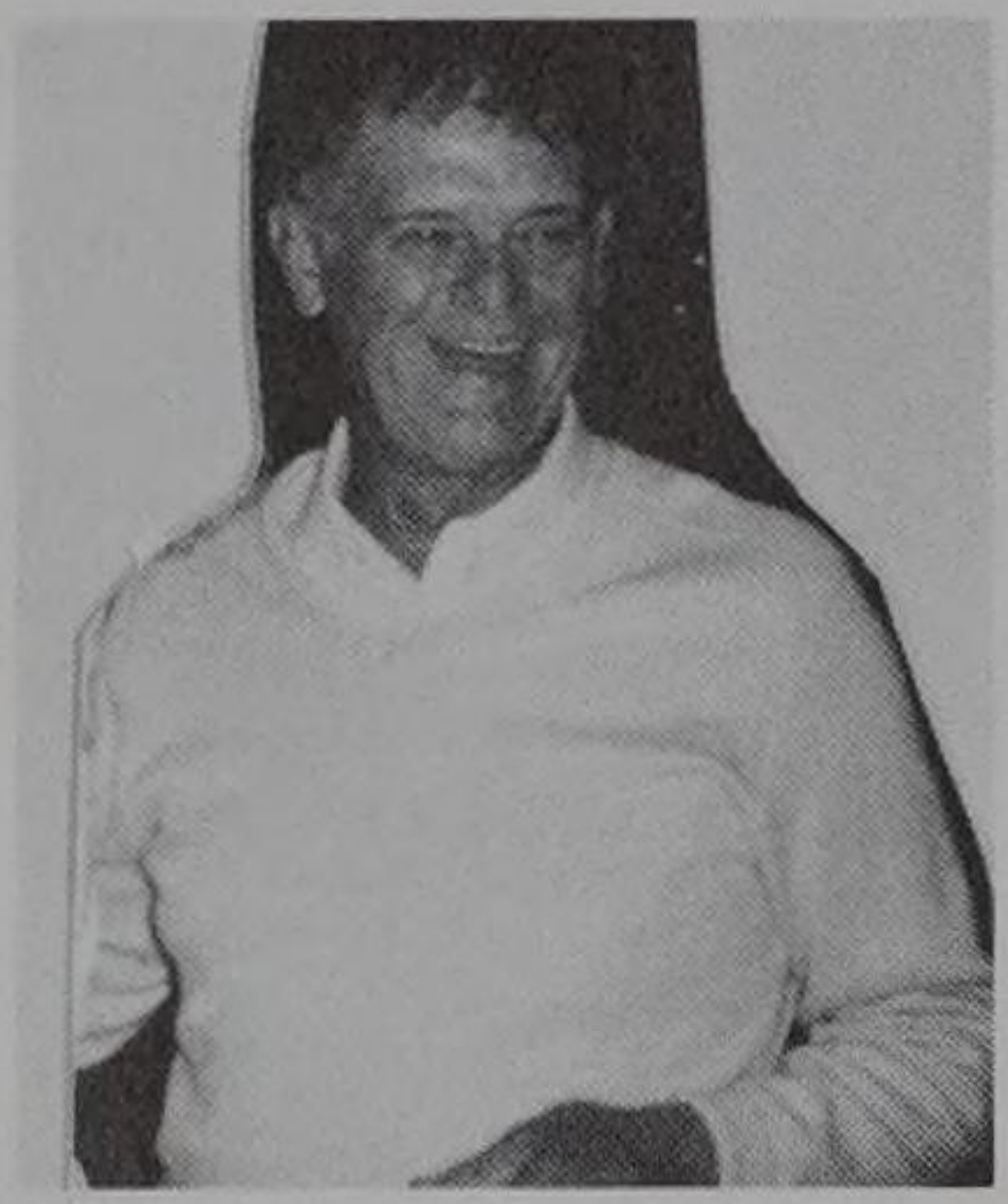
Attended graduate school at George Washington University and received an M.B.A. in 1956.

USS *Ernest G. Small* (DDR-838) Commanding Officer 1956-1958, Pacific Fleet. Comptroller of 12th Naval District, San Francisco 1958-1959. Assistant Chief-of-Staff-Operations, 1959-1961.

Commanding Officer USS *Vesuvius* (AE-15) 1961-62, Service Force Pacific Fleet. Joint Chiefs of Staff, Washington, D.C. Directorate, 1962-1963; Operations Directorate, 1963-1965.

Braybrook retired on May 1, 1965. He joined the Franklin Institute Research Laboratories in Philadelphia, PA as an Operations Researcher from 1965-1970. In 1970 he moved to Arizona and worked for the state until 1980. He has since retired and lives in the Phoenix area.

WILLIAM T. BRENNAN, USS *Maryland* December 1943-August 1944, USS *Mississippi* August 1944-November 1945. Enlisted United States Marine Corps, September 1943 Milwaukee, WI. Sent to boot camp, San Diego and Sea School, San Diego. Rank: Private First Class. Ship Assignment: orderly, sentry, 20 mm and 40 mm gun mounts. Saw enemy action in the Marshall Islands, Palau Islands, Leyte, Surigao Strait, Lingayen Gulf and Okinawa. Discharged at Great Lakes Naval Center, November 1945.



Education: St. Bernard Elementary School, Chicago, IL, Parker High School, Chicago, Northern Illinois University, University of Wyoming, University of North Carolina, Indiana University.

Professional Career: High School Science Teacher, Plainfield, IL; Cook County Board of Health, Chicago, IL; Peoria County Health Department, Peoria, IL; Indiana University Bloomington, as Professor of Health Sciences for 26 years. Retired 1985.

Personal life: Married Margaret Hosty in 1952, seven children: Mark, Terrence, Megan, Ann, Jane, Molly, Bridget.

GERALD M. BRENTS, USS *Missouri* (BB-63), SHC (SW), born Feb. 16, 1958 in Dallas, TX. Enlisted into the U.S. Navy Nov. 1, 1977. Assigned to recruit training command in San Diego, CA for ten weeks and afterwards sent to SH "A" School at FTC Norfolk, VA. Initially served tours of duty on board USS *Chicago* (CG-11), USS *Holeakala* (AE-25) and as a ship's serviceman "C" school instructor at service school command San Diego, CA.

In November 1985, volunteered for re-commissioning duty aboard the battleship *Missouri*. Upon the Mighty Mo's commissioning, in May 1986, completed an "around the world shakedown cruise" (September 1986-December 1986) and a six month Westpac/Persian Gulf Deployment (July 1987-January 1988).

Currently is serving aboard the USS *Prairie* (AD-15) which is the oldest serving ship in the U.S. Navy. Future plans are to complete Naval career and retire as a chief warrant officer.

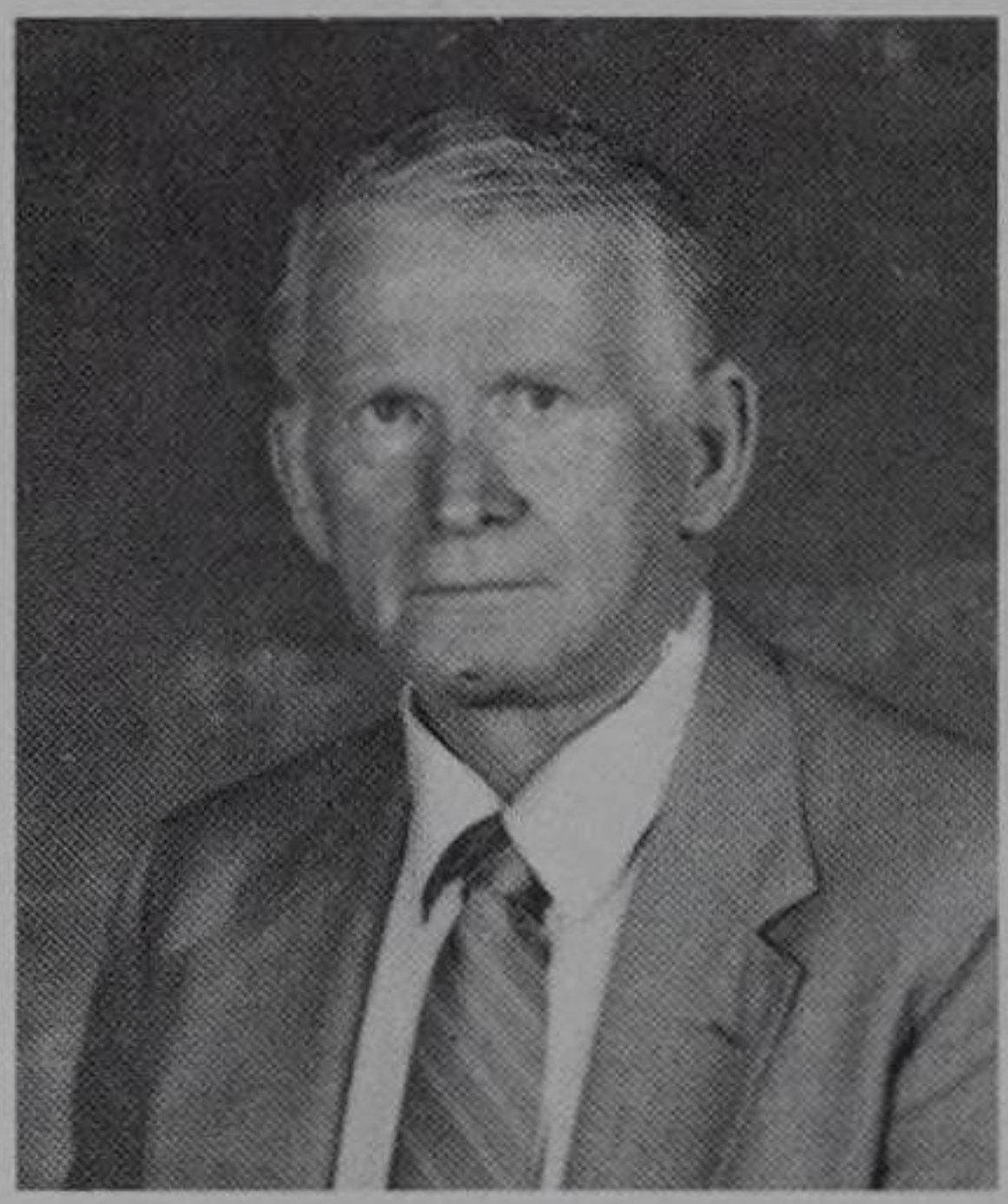
J. EDWARD BRIAND, USS *Arkansas* (BB-33), GM 1, born Nov. 13, 1919 in Cambridge, MA. Schooled in Cambridge, MA. Enlisted Aug. 18, 1941. Served aboard the following ships and stations: USS *Arkansas* 1942-1944; ATB, Little Creek, VA; USS *LSM* (R-189) 1944-1946; Naval Ammo. Depot, Fallbrook, CA 1946-1947. Discharged from San Diego, CA June 18, 1947.

Attended recruit training, NTS, Newport, RI.

Retired from Raytheon Manufacturing Co., Waltham, MA, as a Master Electrician in 1982. Is now living in Hudson, FL.

PRESTON ABNER BRISTOW, JR., USS *Alabama* (BB-60), born Feb. 14, 1926, Birmingham, AL. Bachelors Degree, University of Maryland, candidate for Master of Public Health (Epidemiology) University of Alabama at Birmingham. Registered Professional Engineer.

Enlisted USMC May 19, 1942. Discharged May 18, 1946 as Field Music Sergeant. Seven combat engagements on the Mighty "A" in the Asiatic Pacific Theater of Operations. Enlisted USMCR as Sergeant and assigned to Marine Fighter Sdn. 541 as basic aircraft maintenance and repairman. When discharged to accept commission in the U.S. Army Corps of Engineers, was Line Chief of VMF 541.



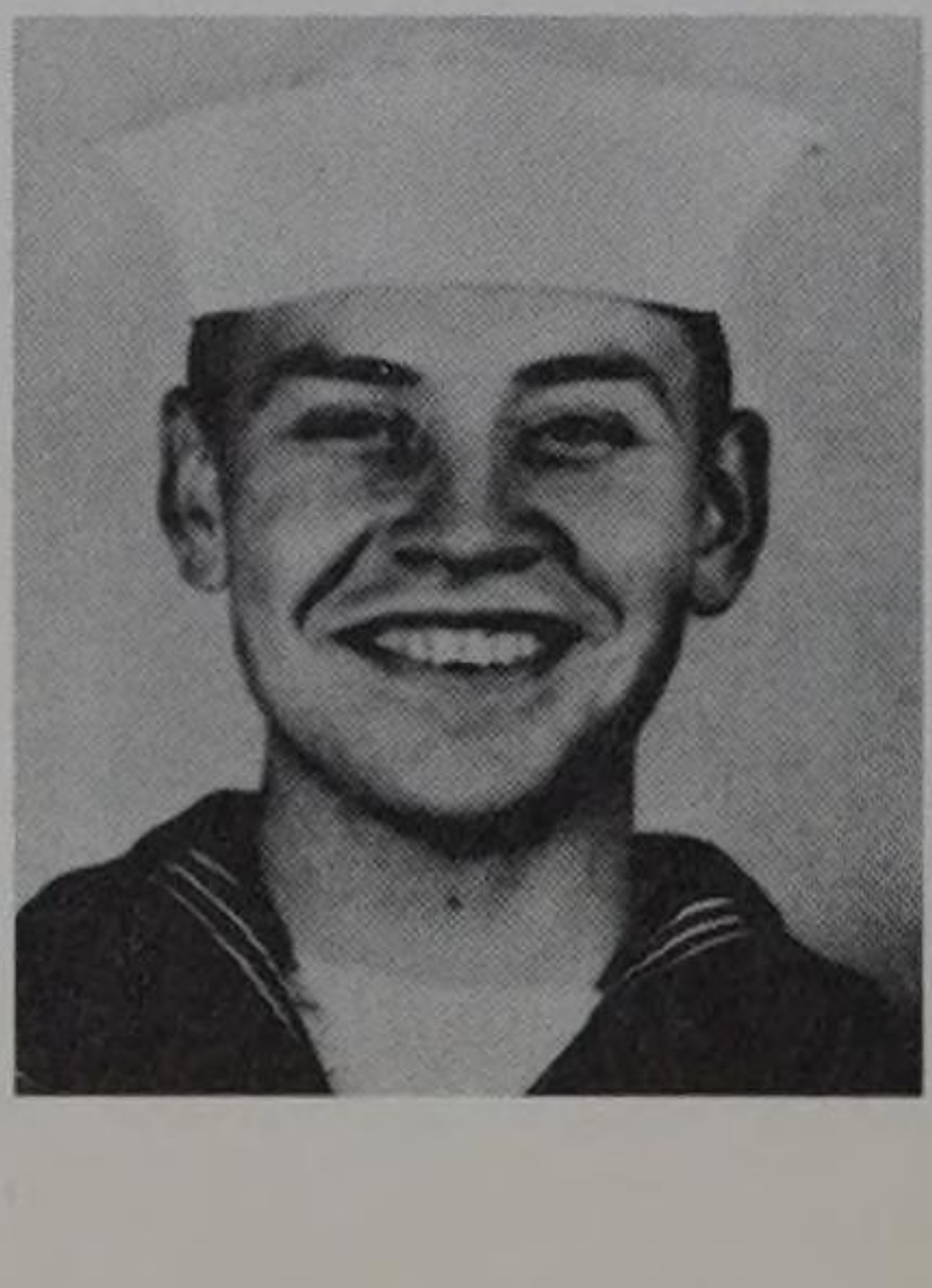
Medals and ribbons awarded include the Asiatic Pacific Campaign (seven Battle Stars), American Campaign, European-African-Mid East Campaign, USMC Good Conduct, Philippines Liberation, Philippines Presidential Unit Citation, and WWII Victory Medal.

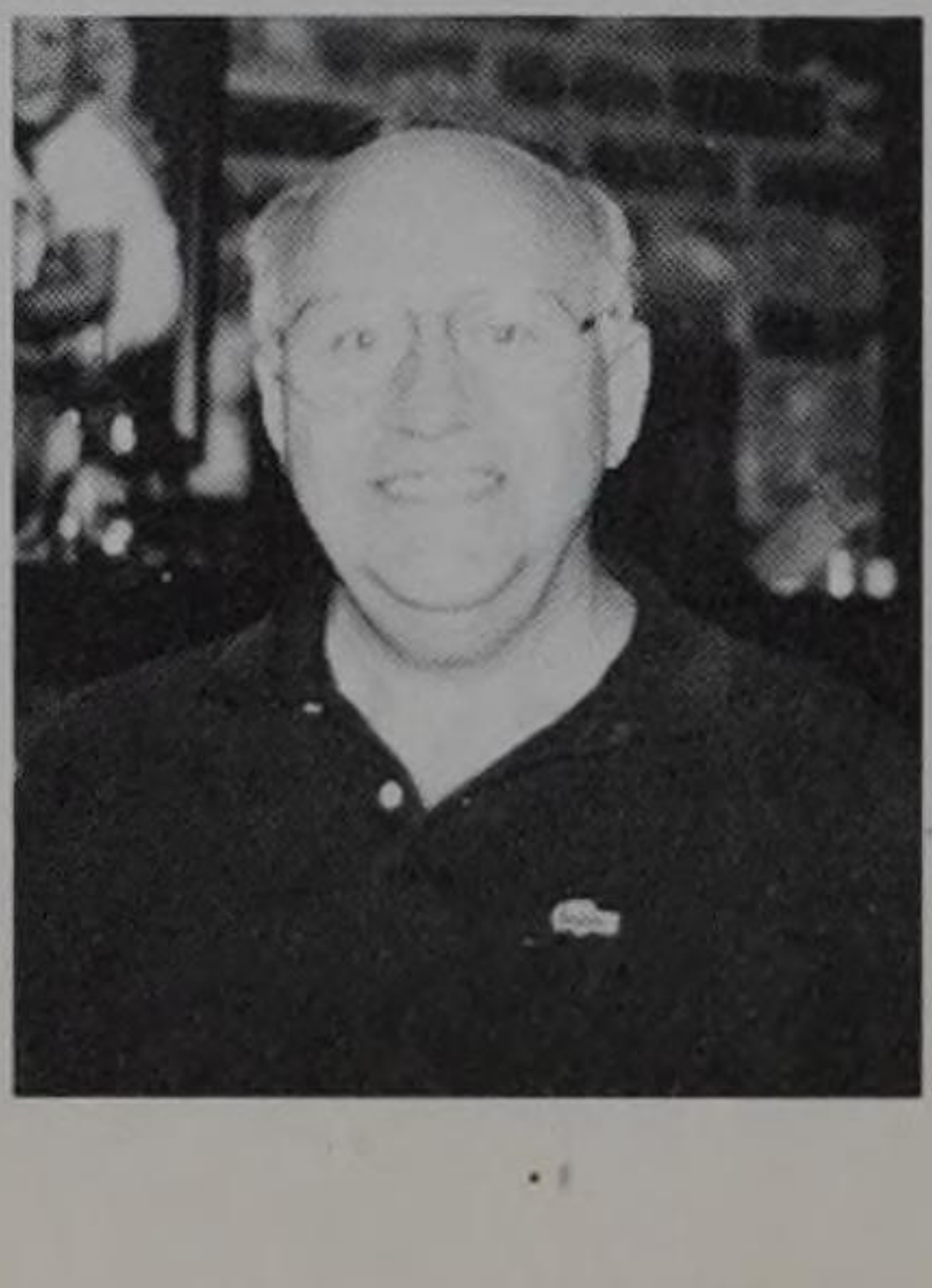
Civil/Environmental Engineer involved in many major worldwide projects such as the 1068 mile Trans Arabian Pipeline and the 200 million gallon per day Saigon Metropolitan Water Treatment Plant.

JOHN C. BRITTAIN, USS *Wisconsin* (BB-64), SN, born Feb. 4, 1936 in Inman, SC. Attended elementary and high school in Inman, SC and Georgia Institute of Technology in Georgia prior to being drafted in October 1955.

Attended recruit training at Bainbridge, MD in October 1955 to January 1956. Served aboard the USS *Wisconsin* from late February 1956 until discharged in October 1957 as a hospital corpsman.

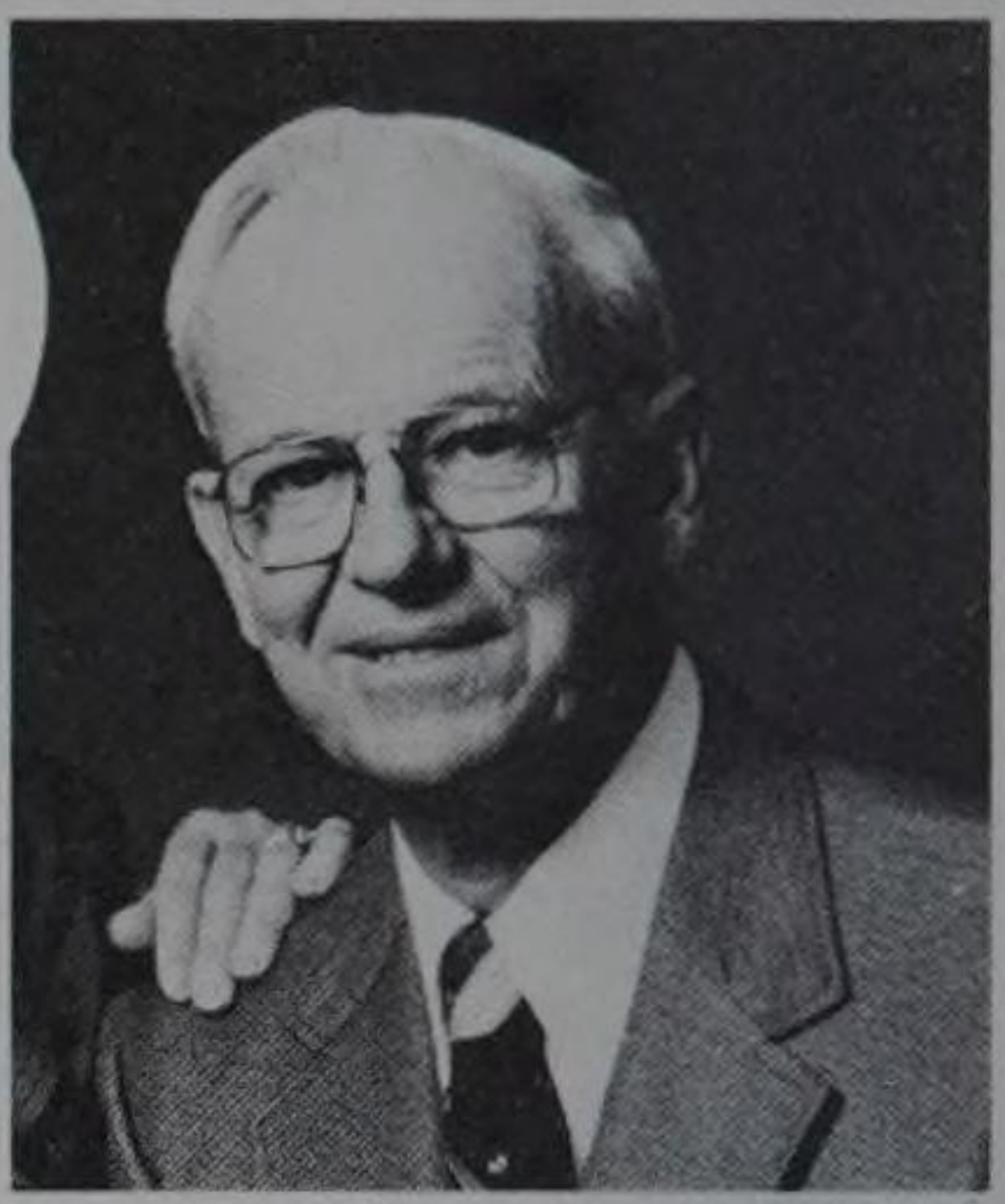
Crossed the equator in the summer of 1956 while on cruise to Chile and the Arctic Circle in the late summer of 1957. Was a part of the last crew to serve before the *Wisconsin* was decommissioned in 1958.





The past 32 years has been spent in the general construction business, a family tradition for the past three generations.

GARTH G. BROWN, SR., Gunners Mate, USS *Oklahoma*, USS *Helena*, USS *Bunker Hill*, in June of 1940, he enlisted in the U.S. Navy and was sent to the Great Lakes Naval Training Station. In September 1940, he was assigned to the USS *Oklahoma*. He was a 21 year old Gunners Mate in Pearl Harbor on Dec. 7, 1941, when the attacking planes struck. He remembers the explosions from the Japanese bombs and torpedoes. The ship started to tilt, the lights went out in the lower aft magazine of the 14" guns where he was sitting on a bucket, shining brass "dog" (the bolts that held the portholes shut) preparing for an Admiral's inspection. The magazine hatches were shut, and there were about a dozen men inside, and some of them drowned in the water as the damaged ship began to settle. With the help of some others, they finally got a hatch open—it seemed like hours, but it was only a few minutes. When he reached the deck, it was half under water.



He saw the USS *Arizona* with burning oil on the water all around her and men swimming desperately to avoid the flames. He went over with the USS *Oklahoma*. He fought to reach the surface again thinking his lungs would burst. An Admiral's gig, a small boat, came by and picked up survivors. It was a fancy boat, all white inside with tassels on the curtains. He grabbed a curtain, wiped his eyes, and helped pick up more survivors. When he got off at the dock, he could have taken a rock and hit the Japanese planes coming over. He could see pilot's goggles and scarves as they sat in their cockpits with the canopies pulled back, that's how low they were. His name was missing on the survivor list and his parents were informed he was missing in action. However, after he got some clothes from a supply officer, he sent a cablegram to his home that stated, "I'm alive and well." The *Oklahoma*, blasted by three torpedoes, capsized and sank.

Within a few days after December 7, he was assigned to the light cruiser, the USS *Helena*, which had taken hits from some shells on the side and needed to get repairs back in San Francisco. For 18 months he served on her until on July 7, 1943.

During his five years in the Navy he spent 48 months in the South Pacific. He was on a small craft in 1944 which also sank. His last ship was the Aircraft Carrier, USS Bunker Hill. In December 1944, he returned to Seattle and spent the rest of his time in San Diego in the Navy Hospital. He received his discharge in July 1945.

During the past ten years he has become active in the Pearl Harbor Survivors Assn. and has attended conventions and reunions in Hawaii, Oklahoma, Nevada, California, Colorado, Kansas, Utah, Montana and Massachusetts and co-chaired a district convention in Scottsdale, AZ in 1989. Since he is interested in WWII History, he has been interviewed in Oklahoma City for their State Historical Society records. Also, he is on the Mayor's Commission in Phoenix for the USS *Phoenix* promotion.

In September 1943, he married Louise Jensen in Phoenix, AZ. They moved many times in the first ten years they were married. Now they have lived in the same home for 36 years. He has four children and ten grandchildren.

His work was largely in the mechanical field. He drove a school bus for several years, operated a gas station, ran a garage, installed car air conditioners and sometimes was a salesman. The last few years he was doing property management and, at the peak of that business, he was responsible for 75 houses. He was the rental and leasing agent and did the maintenance. Louise was the accountant. Now he does a few handy man jobs for friends. They also care for his 103 year old mother in a nursing home.

GEORGE W. BROWN, USS *Nevada* (BB-36), Chief Electrician Mate, born Aug. 26, 1917 in Rio Vista, CA. Attended elementary and high school in Rio Vista, CA, and two years college.

Enlisted in the Navy Sept. 13, 1941. He completed a course of instruction in Group I (a) Electrical School on Feb. 20, 1942, at the U.S. Naval Training Station, San Diego, CA. Served aboard the following ships: *President Hayes* and *South Carolina* a short time, before transferring to USS *Nevada* (BB-36) February 1942-Oct. 4, 1945. Brown was in charge of all communications, Electrical and Gyro, aboard the USS *Nevada*.

Retired with rank of Chief Electrician Mate (AA) (T) V6 USNR. Held ratings of S2/c, F3/c, EM 3/c, EM 2/c, EM1/c CEM (AA) (T). While stationed aboard the USS *Nevada*, took part in the following invasions: two European invasions-South Central and South West Pacific, Attu, Invasion Southern France-Aug. 8-25, 1944, Iwo Jima. Mr. Brown was on board when the USS *Nevada*, serving off Okinawa March 27, 1945, was struck by a flaming Kamikaze suicide plane. He was hit by shrapnel. Also East China Sea and Leyte. Discharged Oct. 19, 1945 at Shoemaker, CA and returned home to Rio Vista, CA.

Retired from his own Electrical Contracting business of 35 years. Deceased May 4, 1989. Member of the USS *Nevada* Assn.

Received medals for Good Conduct, American Defense Ribbon-American Area Ribbon-European-African-Middle East-two Bronze Stars. Asiatic-Pacific Ribbon-three Bronze Stars.

JACK L. BROWN, CPO, USS *Salt Lake City* (CA-25), born Oct. 10, 1913 in Minco, OK. Received AA degree in Business Adm. Enlisted in Navy Jan. 7, 1930.

Service School Command, Norfolk, VA; Navy Diesel School, Beloit, WI; Fleet Activities, Yokosuka, Japan; Service School Command, Great Lakes,, IL; Sub Group #3, 19th Fleet, San Diego, CA; Acting Ships Supt. LST National Ship Yard, National City, CA; C.B. Bn., Coronado, CA.

Served aboard the USS *North Carolina* (BB-55), the USS *Frontier* (AD-25), USS *Incrediable* (AM-249), and USS *Mainstry* (AM-261).

Jack's most memorable experience is the day the *North Carolina* took a fish.

He was discharged Oct. 8, 1956.

He married Velma M. Brown. They have two children and four grandchildren. He worked for Johnson Motors in Waukegan, IL and Beckman Instruments in middle management for 22 years. He retired Nov. 1, 1978.

JACOB EUGENE BROWN, born May 12, 1934, LaPorte, IN. Served aboard USS *New Jersey* (BB-62), January 1953-April 1954 as ICFN during her second Korean Cruise.

Finished enlistment at Atlantic Reserve Fleet, Green Cove Springs, FL, Sub group III as IC2.

Even as a small boy wanted to be a "BB Sailor" because of the many exciting stories told by his father, Jacob Elmer Brown 1893-1975, who served as MM I aboard USS *South Carolina* (BB-26) 1917-1919 during the first world war.

After Navy service retired from National Steel's Midwest Steel Div. after 25 years as electronic repairman. Is now living with wife, Doris, in LaPorte, IN, has five children and four grandchildren.

Is a member of the USS *New Jersey* Historical Museum Society.

JOHN R. BROWN, USS *Alabama*, enlisted in the U.S. Navy on Nov. 27, 1940. After boot camp reported to the U.S. Navy Seaman Guard, Washington, D.C. In December 1941, was assigned to the staff of Adm. Ernest J. King, C-in-C, U.S. Navy. July 1942 reported to the *Alabama* detail, Portsmouth, VA. Was a member of *Alabama's* commissioning crew on Aug. 16, 1942. Was assigned to the 16" gun battery. He remained aboard the *Alabama* for the remainder of WWII, advancing to the rating of Turret Captain First Class (TC1c). On Feb. 3, 1946 he left the *Alabama* and was discharged from the Navy.

Enlisted in U.S. Army in 1949. Assigned to the 2nd Inf. Div., was among the first U.S. Army troops deployed to Korea after the outbreak of hostilities in July 1950. January 1951, after seven months of ground combat, received a Battle Field Commission in the Army. He remained in Korea until December 1951. Upon returning to the States entered the Army Flight Training Program. April 1953 was rated a U.S. Army Aviator. After several tours of duty in the States, two in Europe and two in Vietnam, "J.R." as he was and still is known, retired from the U.S. Army in the grade of Lieutenant Colonel. By this time he had earned the designation of Master Army Aviator.

August 1970, was elected President of the USS *Alabama* Crewmen's Assn. Has been at the helm of that organization ever since.

"J.R." and Laura, wife of 44 years, reside in Keller, TX. They have one daughter and two grandchildren who live in Fort Worth, TX.

RUSSELL E. BROWN, MM 2/c, USS *New Jersey* (BB-62), born July 24, 1924 in Urbana, IL. Graduated high school.

Joined the Navy January 1943. Was discharged March 15, 1946.

Russell is married with one child and one grandchild. He retired Sept. 1, 1981 from the University of Illinois where he was a storekeeper. He spends his time organizing reunions for the USS *New Jersey*.

WALLACE S. BROWN, USS *Pennsylvania* (BB-38) SCPO, USN, Ret., born Aug. 2, 1925 St. Louis, MO. Enlisted U.S. Navy Oct. 7, 1942. Attended Navy Radio School Wisconsin University prior boarding *Pennsy* Apr. 3, 1943.

Combat operations in Attu, Kiska, Makin, Kwajalein, Eniwetok, Saipan, Tinian, Guam, Peleliu, Anguar, Leyte, Luzon, "Crossing-of-the-T" in Surigao Strait, Wake, torpedoed Okinawa Aug. 12, 1945. Awards include: eight Battle Stars, Navy Unit Commendation, Philippines Presidential Unit Citation and numerous other awards.

Served aboard other vessels: USS *Andromeda*, USS *Albany*, USS *Interceptor*, USS *Gen. Wm. Mitchell*, USS *Pyro*, USS *Granville S. Hall*, USS *Sirius*, USS *Mt. Katmai* and five major Naval air stations. Retired to PDRL/disability Feb. 1, 1970 when no longer fit for duty. Presently VA rated 100% disabled due to service-connected disabilities. Lifetime Member of Disabled American Veterans Chapter 2, San Diego, CA, Naval service 27 years. *(Photos on page 219)*

CLIFTON M. BRUBAKER, GMTC, USN Ret., USS *Missouri* (BB-63), born May 12, 1916 and joined the Navy in 1936. The first sea duty was on the USS *Henderson* with Duchie Davenport as Bos'n. Went aboard the USS *Pennsylvania* (BB-38) December 1936 until 1940. Hollystoning and field day was held every Friday with inspection on Saturday morning. Gumbo Parks would scrub your dress blues and give them back to you before morning scrub down. Mattie Mattier would say "Bryan boy" take that three hand working party for the 2nd Div. "Joko" would see that the mess tables were down and every one got a fair ration. Bos'n Frost knew everything about the Navy and Lt. Vogley they saluted with respect.

He was on the USS *Missouri* (BB-63) 1949 to 1954. They fired over 2,000 rounds of 16" from turret 2 and turret 1 in Korea. Served on the following other ships: USS *O'Brien* (DD-415) that sank off Suva, USS *Reclaimer* (YFD-20) that sank off Bolinis Point, USS *Rebuilder* (YFD-21), and USS *John Q. Roberts* (APD-94). Had shore duty at NTC Bainbridge, MD and NTC Great Lakes, IL and trained over ten companies of recruits.

In 1957 retired from the Navy as Chief. Was custodian at Bainbridge Elementary School for 20 years. Still in good health and runs half a mile every day.

JAMES D. BRYSON, born July 3, 1910, legal yeoman 2/c USS *South Dakota* (BB-57). Witnessed surrender in Tokyo Bay.

Twelve years deputy county auditor, 36 years daily newspaper. Celebrated 59th wedding anniversary and plans to be the world's best tennis player!

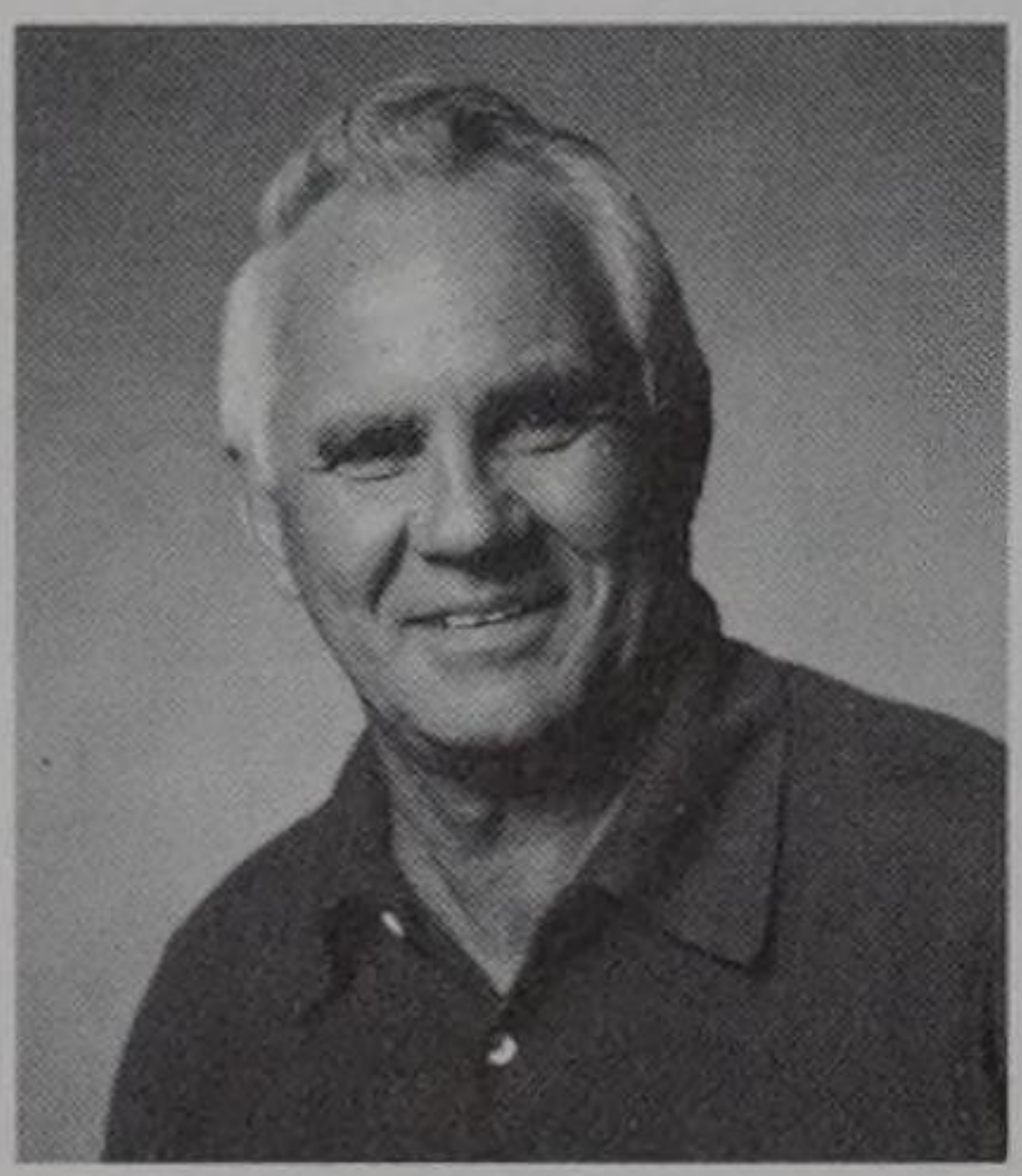
JOHN P. BUCK, Y1c, USNR, USS *South Dakota* (BB-57), born Oct. 17, 1920, Athens Co., OH. Enlisted Jan. 24, 1942 - U.S.N.R.S. Cincinnati, OH as A.S., with pay at $21.00 per month. Uniform all. $118.95. Trans. N.T.S., Great Lakes, IL Feb. 2, 1942 and on to Navy Pier, Chicago, IL for boot training and shots. February

28, 1942 trans. to R.S., Philadelphia Navy Yard, PA arriving March 1, 1942. March 3, 1942 moved to Glouster, NJ, into abandon gas mantle factory (the Welshback). March 20, 1942, moved aboard ship at New York Ship Bldg Co., Camden, NJ. The ship was towed by tugs to Philadelphia Navy Yard, tied to Pier 4 where SecNav Frank Knox commissioned ship. August 21, 1942, entered Pacific Ocean. Incoming bombs and shells received at Santa Cruz, Guadalcanal and Savo I caused return to Brooklyn Navy Yard, NY. May 19, 1943, joined British Fleet, Scapa Flo, Orkney, IL. Operations in N. Atlantic, Artic, off Norway, Murmansk, Russia in Barents Sea near Spitsburgen and Bear, IL. August 9, 1943, back to Pacific Ocean for balance of war, sailing into Sagami Wan and Tokyo Bay for the signing of surrender of Japanese Government. September 5, 1945, was transferred to the USS *Missouri* for the trip back to the U.S.A. for Honorable Discharge at U.S.N.T.S. Great Lakes, IL.

Authorized to wear: Victory Medal, Good Conduct Medal, American-European-African-Middle Eastern Medal, Philippines Liberation Medal with two Bronze Stars, Asiatic-Pacific Medal with 13 Bronze Stars and SecNavy Unit Commendation. Is retired from his own business of 40 years in tires, retreading and Marine business.

DEAN E. BUEHLER, Seaman First Class, USS *Idaho* (BB-42), Lithographer, USS *Bon Homme Richard* (CV-31), born Mitchell, SD Feb. 9, 1923. Inducted into the Navy Sept. 23, 1942. Discharged Jan. 24, 1946 Minneapolis, MN. Boot camp at Farragut, ID. Discharged Jan. 19, 1954 Great Lakes, IL.

April of 1943 went from Seattle to meet up with the USS *Idaho* during her offensive role in the Aleutian campaign "Adak". We were aboard this LCI and it was a "welcome to the Navy" — nothing but rough waters — Kerosene heaters spilled everywhere and the majority of the guys were deathly sea sick — what a mess!



Another memorable first was the issuing of hammocks and buckets. Well after many trials and errors we learned hammocks make a comfortable bed and your bucket a good sink and shower.

After the Aleutians, was aboard the USS *Idaho* during her rugged two years of eight engagements (Bering Sea - Gilberts - Kwajalein - Kavieng - Marianas fracas (Saipan) - Palau - Iwo Jima - Kinawa). Her bombardments, to mention a few, Iwo Jima for bombardment - saw the famous flag raised over Mt. Suribachi. Ulithi to Kerama Retto - just off Okinawa - during a four week period 87 general alarms sent all hands to battle stations. Okinawa — a bomb-ladened Kamikaze splashed close aboard on our port side. This was the fifth and last plane to be shot down by our AA gunners during a wild four minutes. At Leyte Gulf - where they first received the news of the Jap intention to surrender. "Whistles blew, sirens shrieked, searchlights sweeping every which way. The band played songs of rejoicing." The Signing - they were flag ship. At Tokyo Bay — anchored beside *Missouri*.

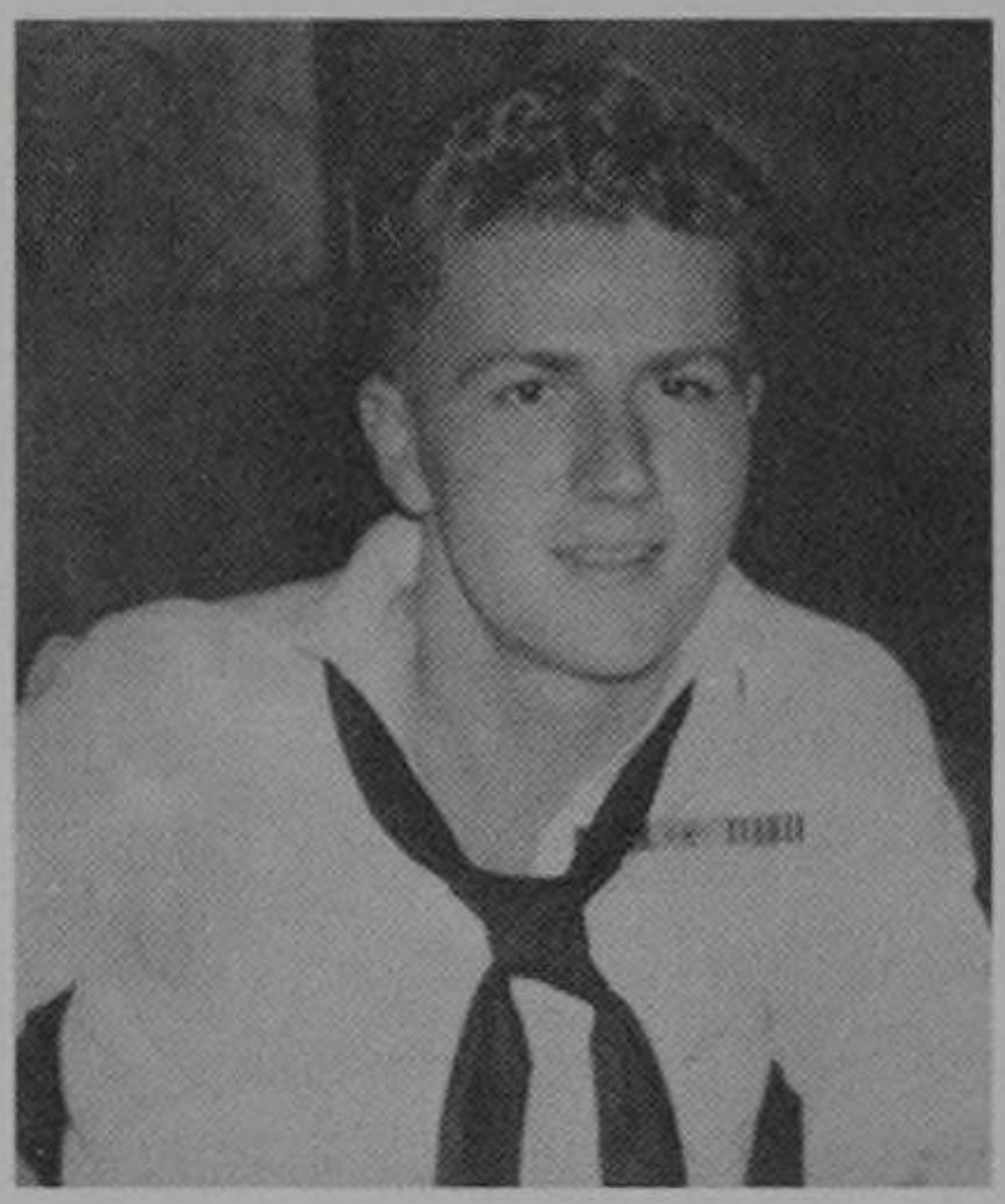
"After eight operations, 13 bombardments, over 190,775 miles and fired almost 13 million pounds of projectiles at the Japs, sailed "home" Sept. 6, 1945 to Norfolk, VA and arrived Oct. 16, 1945." Was discharged Jan. 24, 1946.

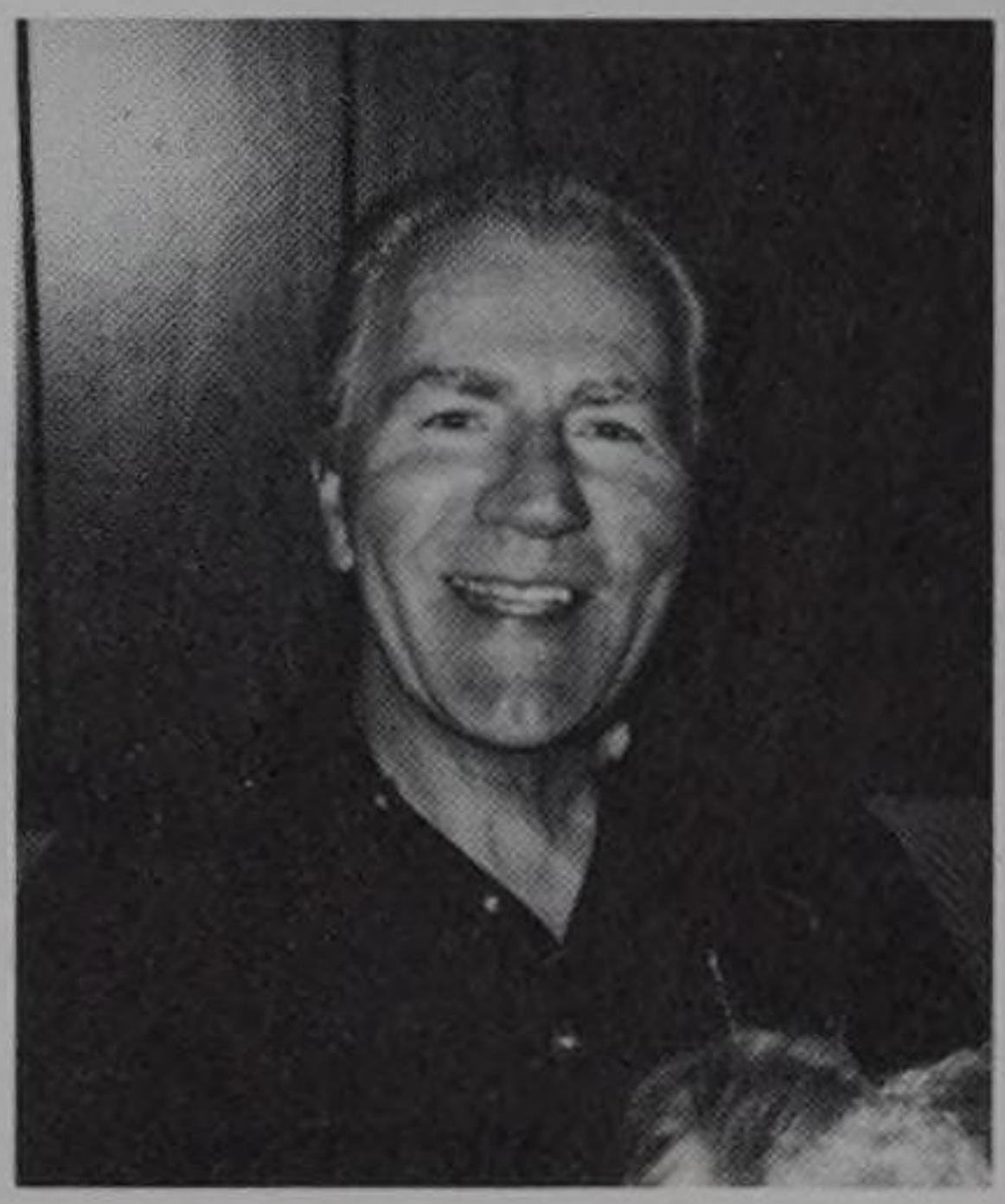
Fall 1946 enrolled at South Dakota State University where he completed the two year printing course. After graduation, worked at a shop in Sioux Falls, SD. But as a U.S. Naval Reserve person, he was recalled and assigned to *Bon Homme Richard* (CV-31). Korea active duty: Nov. 28, 1950 through July 25, 1952.

Returned to former position and in 1954 moved family to Southern California (Orange County). Worked at several commercial shops while attending Los Angeles Trade-Technical College and a division of Vocational Education of UCLA, where he received his teaching credential. After 14 years as a Graphics Printing Instructor, he retired fall 1986.

His wife Alberta and he met while he was a student at South Dakota State and she a secretary there. They were married Feb. 14, 1948. They have two daughters and one son — all three married — four granddaughters and three grandsons.

HAROLD W. BUIJACK, USS *South Dakota* (BB-57), Quartermaster 2/c USN, born April 5, 1924 in New York City. Attended Haaren High School Aviation Annex. Enlisted New York State Guard (69th Reg.) in 1940. Enlisted U.S. Navy Jan. 26, 1942. Attended N.T.S. Newport, RI. Assigned to USS *South Dakota*, Philadelphia Navy Yard March 1942. Requested new construction transfer July 1944. Attended Small Craft Training School Terminal Island San Francisco. Assigned USS *Tenino* (AFT-115) Fleet Tug and on board in Okinawa from April 5, 1945 until November. Separated Honorable Discharge Lido Beach, NY Nov. 25, 1945 with nine Battle Stars in Asiatic-Pacific Campaign and Navy Unit Commendation Ribbon.





Retired five years from a banking career with Manufacturers Hanover Corporation. When not traveling is a Red Cross volunteer driver and an animal refuge volunteer. Also do Archaeological research work on weekends.

Proud to have been a part of the immortal fighting Battleship X and the U.S. Navy.

VALERIAN P. BUREK, served aboard the USS *Maryland* from 1934 to 1943. Enjoyed every day of it - hard work and all. The *Maryland* was at Bremerton, WA when he was assigned to it, in the 1st Div. Chipping hammers and paint brushes were going strong all over.

The first day they put on their new whites and the Boatswain mate led them down to the third deck so they could enter the double bottom. They each received a hand scraper, a hand chipping hammer and a portable electric light. On hands and knees they cleaned and painted the best they could. At the finish of the day (as dungarees were not issued at that time) their whites were covered with rust and red lead paint.

They got $36.00 a month. After two years he was promoted to Seaman First Class at $54.00 a month. Another year later made 3rd class ships cook at $60.00 a month. Managed to save $1,000 his first four years in the Navy. He was made watch captain of the six duty cooks.

At Pearl Harbor December 7 at 0800 was in the USS *Maryland* galley, starting the 1200 dinners for the 60 chiefs. The galley was located about 30 feet from the outside galley deck. When the general quarters sounded he ran to the port galley deck and looked aft and saw big geysers of water shooting up from the port side of the Battleship *Arizona*. These were a result of the explosions from the torpedoes that slammed into the *Arizona* bottom. The USS *Oklahoma* was tied up to their port side with many hausers doubled up. The USS *Maryland* was tied up to the dolphins on Ford Island. The sailors aboard the USS *Maryland* were told to cut the hausers to free them from the dolphins and the *Oklahoma*. Sometimes thinks if the hausers had not been cut the *Oklahoma* may not have turned over as there were plenty of hausers tied to the USS *Maryland* and the dolphins. It was devastating to see the *Oklahoma* bottom side up, and the hay a sea of dead and injured sailors and covered in oil. The *Oklahoma* tied up to the *Maryland* just the day before Pearl Harbor.

Retired WO1 after 22 years in the Navy. It was quite an experience, the good and the bad, and he is glad he was part of it.

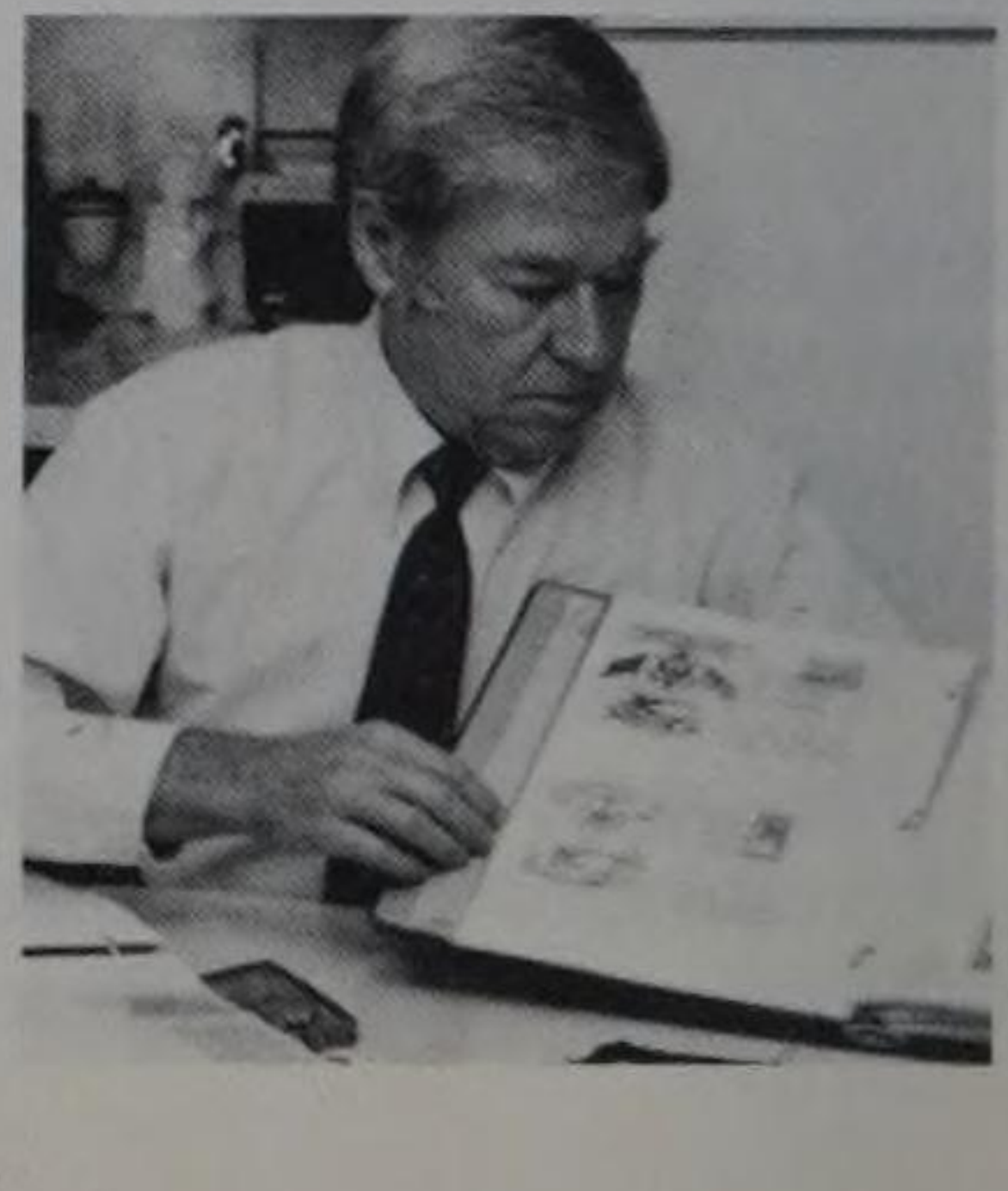
DONALD STEWART BURR, Chief of the Radar Div., USS *Missouri* (BB-63), USS *Franklin*, born May 30, 1920 in San Jose, CA. Lived most of his life in Fresno, CA. After two years of electrical engineering course at Fresno State College, he dropped out and entered the Navy in 1941. Trained to be a radio operator. After the Pearl Harbor attack, switched to the Radio Material School at Treasure Island, CA. Rose from Seaman Second to Chief while teaching electronics there.

Joined the Battleship *Missouri* precommissioning detail at Brooklyn Navy Yard in April 1944. About a year later, after the action described in story, was sent back to the States for assignment to new construction. After marrying a WAVE storekeeper at Treasure Island, went to Philadelphia for the precommissioning detail for the new carrier USS *Franklin*. Discharged at Philly. Two years later rejoined the Naval Reserve in Fresno. During the Korean War, was called up and sent to the giant Naval radio transmitting station just outside of Pearl Harbor. Was assigned to be chief in charge of the 500,000 watt very low frequency transmitter NPM.

Worked for about 40 years as an operating engineer at radio and TV broadcasting stations. After retiring in 1985, taught electricity at Fresno City College and took a few courses at Fresno State University. (Still married to the same former WAVE).

Has a son who is working as a project manager for Hughes Aircraft and a daughter who just finished 13 years as an Air Force officer. Two grandchildren.

CECIL A. BUTTERWORTH, (Buzz), USN (Ret.), born June 19, 1919 in Anniston, AL. Enlisted in Navy Sept. 1, 1937. N.O.B. under CGM McAckton (only survivor of turret #3 on USS *Oklahoma* Dec. 7, 1941). Five years aboard USS *Pennsylvania* (BB-38). After four years in 4th Div. shipped over for M Div. where he was during attack. They were the only American Battleship to



fight a major battle on dry land (they were in #1 dry dock).

Returned to Pearl Harbor December 1942 and helped salvage the USS *Utah*. USS *Oklahoma* where we removed about 200 bodies for burial in unknown sites at Punch Bowl. Also removed about 26 bodies from turret #3 USS *Arizona*.

April 1944 seven LSTs blew up and burned. They again helped with fire fighting and moving wounded and dead. Then commissioned a destroyer, USS *Hawkins* (DD-873) and was aboard at end of WWII. They were second war ship in Japan at end of war.

Shore duty: sent to World Chamberlan Field, MN where he was when Korea and U.S. began police action. Served aboard USS *Delta*, USS *Hector* and USS *Merrimack* where he retired 1957.

Settled in Macon, GA working 23 more years at Warner Robins A.F.B. Now volunteers at Base Retires Actives Office, Robin A.F.G., GA.

WILLIAM M. CALLAGHAN, Vice Admiral, USN (Ret.), born Aug. 8, 1897 in Oakland, CA. Entered Naval Academy on appointment from state in 1915. Graduated June 6, 1918. Served on the USS *Stevens*, based in Queenstown, Ireland, during the last months of WWI.

In 1941 he was in the Ships' Movements Section, Office of the Chief of Naval Operations until 1942. Next served on the staff of the Commander in Chief, U.S. Pacific Fleet.

He fitted out, then commanded the USS *Missouri*. Between September 1945 and August 1948 he was Chief of the Naval Transportation Service, after which he had duty as Commander Training Command, Atlantic Fleet. On Sept. 15, 1949 he became Commander Military Sea Transportation Service and served as such, in the rank of Vice Admiral, until January 1953. After duty as Commander Amphibious Force, U.S. Pacific Fleet, he reported on April 2, 1954 as Commander Naval Forces, Far East. He was Commander Western Sea Frontier from November 1956 until March 1, 1957 when he was transferred to the retired list of the U.S. Navy after 38 years active duty.

Decorations and medals: Legion of Merit, Army Commendation Ribbon with Medal Pennant, WWI Victory Medal with Destroyer Clasp, American Defense Service Medal, Base Clasp, Asiatic-Pacific Campaign Medal, American Campaign Medal, WWII Victory Medal, China Service Medal, National Defense Service Medal, Korean Service Medal, United Nations Service Medal. Foreign awards: Order of Boyaca (Grand Officer) Republic of Columbia Most Exaulted Order of the White Elephant, Thailand and Order of the Rising Sun, Japan.

He is married to Sarah Callaghan. His first two wives Helen Brunett Callaghan and Martha Rawlins Callaghan died on April 4, 1970 and July 9, 1973, respectively.

He has two children by his first wife: Mrs. Gilbert Gude and William M. Callaghan, Jr. (USN-Ret.).

Vice Adm. Callaghan's brother, the late Rear Adm. Daniel Callaghan, USN, was killed in action on board the USS *San Francisco* during the Battle of the Solomons in November 1942.

RICHARD WILSON CAMPBELL, BM 1/c, USS *Astoria*, born in Virginia town of Massies-Mill April 18, 1917.

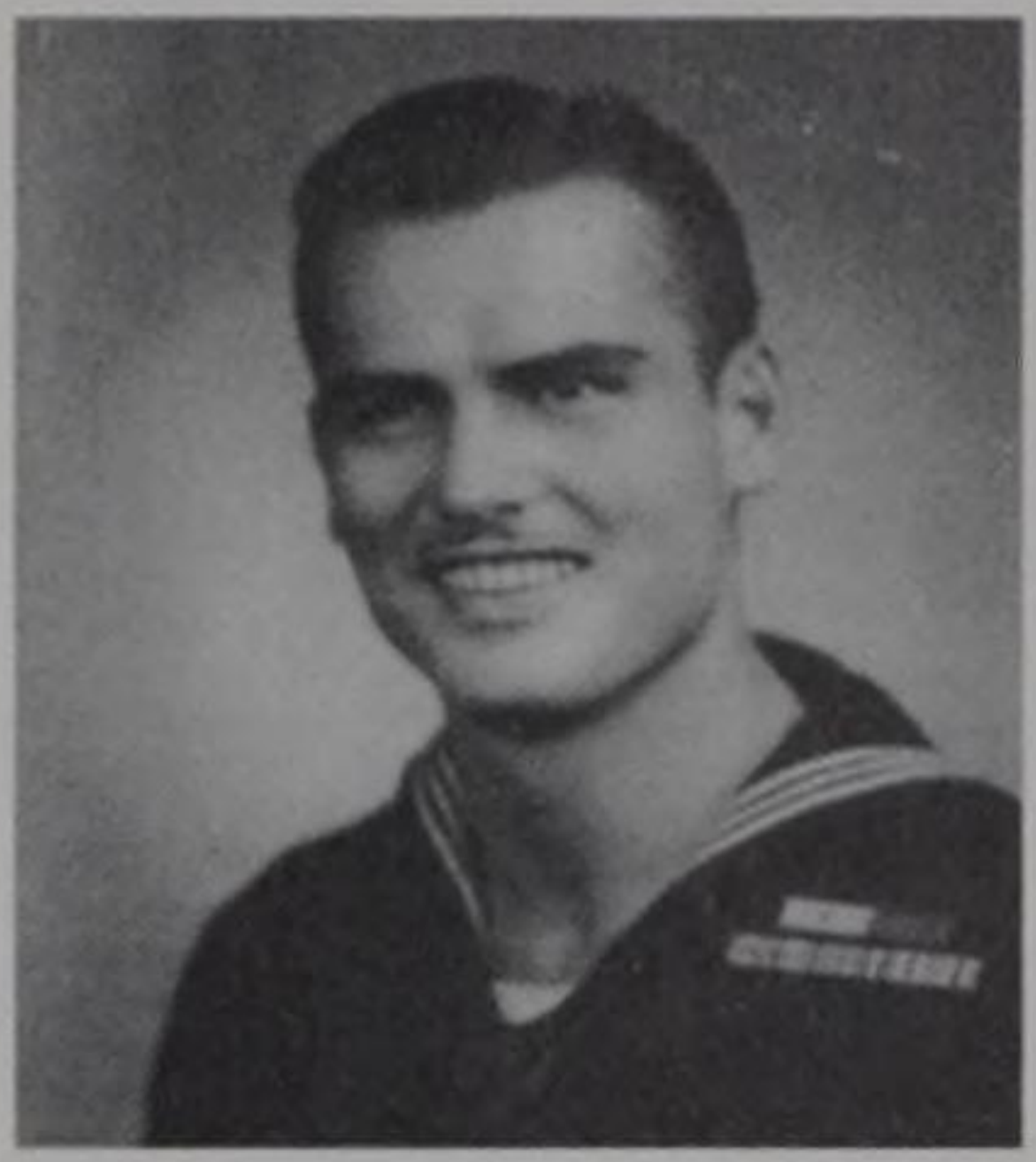
Joined Navy Oct. 9, 1938. Took boot training at Norfolk, VA.

Assigned to USS *Astoria* after boot training. Went aboard her down in Guantanamo Bay. The *Astoria* was picked to take the remains of Ambassador Sato, who had died in Washington, D.C., back to Japan. Arrived in Japan April 18, 1939. Visited there ten days. Also made ports in Hong Kong, China, Manila and others. Signed to Hawaiian Fleet in 1939. After battle of Midway, was sent to States to serve on *Indiana* 2nd Div. Served on her until end of war. Was discharged Nov. 23, 1946 rate 1/c BM.

Married Nov. 23, 1946. Has three children and two grandchildren. He retired February 1979 from Bethlehem Steel Company.

GEORGE TRUSS CANNON, born Nov. 14, 1923 in Jay, FL. Moved to Mobile, AL. Educated and brought up in Mobile. Entered the U.S. Navy on Jan. 31, 1941. Served on three battleships, USS *Washington* (BB-56), USS *Missouri* (BB-63), and the USS *Wisconsin* (BB-64). Was honorably discharged Oct. 23, 1945.

Received the following decorations and insignias from WWII, the American Defense Medal with Fleet Clasp Bronze Star five times; the American Area with two Stars; European-African-Middle Eastern Area with two Stars; Asian-Pacific area with eight Stars, the Good Conduct Medal four times; Navy Occupation Service Medal with Asian Clasp and WWII Victory Medal.



Transferred to the USS *Missouri* on Dec. 14, 1943. While assigned to the *Missouri* in the Brooklyn Navy Yard he was assigned to shadedown the battleship *Wisconsin*. Shook her down and came back to the "Mo" and took her out on shakedown, gunnery trials and went through the Panama Canal and on out into the Pacific. Had quite a few scraps with kamikazes. Fought in all of the major campaigns until the end of WWII. Was in Mount 5 when a Jap kamikaze plane hit outside Mount 5 in 1945. Was on the scope since he was mount electrician and was watching the Jap plane as it closed in on them. Knew at that point it had crashed right behind the mount. The Captain came down from the Bridge and the mount crew jumped out, they tossed the plane over the side. It exploded as it went by the fantail and he still has parts of that plane. The Captain got the pilot's kamikaze suit. They went on through all of the major battles. They were there when the atomic bomb was dropped. They were ordered to pull back as they were shelling Tokyo proper at the time. After the atomic bomb was dropped, about three or four days later, the bomb was dropped on Hiroshima and Nagasaki, Japan. Very shortly after that, they pulled into Tokyo Bay and the Japanese came aboard and officially surrendered on Sept. 2, 1945. He was present at the surrender. All of the members who were present at the signing of the surrender received a small card. This card was stamped with the ship's seal which signified they were present at the formal surrender of the Japanese forces to the Allied Powers ending WWII which was a hallelujah day.

He met his wife, Jeanne, on a train on June 19, 1944. Was between ships, being transferred from the Washington to the Missouri when they met on the train. She was with an USO Troop, the Abdallah Girls, which performed for the troops at different bases and stations. She was from Brooklyn, NY. Went overseas for a year after that and they corresponded and after the war was over, they were married on Jan. 5, 1946. They had four children, George Truss Cannon, Jr.; Kathy Jean Cannon, Linda Gail Cannon, and Lisa Jo Cannon. Jeanne died May 24, 1983. He married Evelyn Louise Purvis on Jan. 5, 1984. Evelyn had two sons, Charles D. Purvis, and Ben F. Purvis. She had three grandchildren which brings the total of their grandchildren to 11. Including Evelyn's two boys, this brings their children up to six.

After the war worked as a sign painter and artist, an electrical supervisor, art director and an account executive and retired Oct. 31, 1984.

Hope and pray that no war of the type that they fought in WWII will ever have to be again. Hope and pray this under God.

PETER S. CARBONE, USS *South Dakota* (BB-57), born Sept. 10, 1925 in Salem, MA.

While aboard ship he was a lookout in the 9th Div. It was in this capacity that he had his most memorable experience. While on watch one day, he spotted a boggie approximately 15 miles over the horizon flying over the other task force. His ship warned the task force that they believed there was an enemy plane above them. Subsequently, they sent up fighters to investigate. Later it was identified as a Japanese scout plane. As a result of this sighting he was called to a Meritorious Mass with the captain. At that ceremony, on May 5, 1945, he received a commendation from the captain for spotting this plane. Later on he was transferred to the Fire Control Div.

After leaving the ship in January 1946, he spent one year in the Navy Reserves stationed in Salem, MA. He then went to work for the Boston and Maine Railroad as a section man. After one year he transferred into the Operating Department to become a conductor. Now, after 43 years of service with the railroad, he is working as a passenger conductor for Amtrak.

He is married and has six children, four daughters and two sons. Both sons served in the Marines, and were honorably discharged. His son Joseph is an Amtrak conductor and his son Peter is a Massachusetts State Trooper.

ROGER ESDEL CAREY, USS *Nevada* (BB-36), born July 5, 1925. Childhood spent in Palisade, where he was born. Enlisted Aug. 17, 1946. Other vessels served on USS *Amsterdam*, USS *Athene*, USS *General Hase* and USS LM-334.

Received the Victory Medal, American Area, Asiatic-Pacific with two Stars, European African Middle Eastern with three Stars, Good Conduct, and Philippines Liberation. Achieved the rank of SK 2/c and was discharged July 8, 1946. Presidential Citation (Roosevelt).

The gallant lady, USS *Nevada*, was torpedoed at Pearl Harbor, mauled at Puget Sound, the Bering Sea, and battered in the North Atlantic. This storm really took its toll. Diving into waves he doesn't really know how deep, she braced herself each time like the real champ she was, while next to her a tin can was sinking, and not too far away a cargo ship broke up and sank. Courageous men were at their stations sweating to keep her afloat. The helmsmen, men in the engine room and every man aboard were in some form of shoring up weak spots. The anchor chain broke, letting the anchor swing free. The water had already destroyed any chance of leaving the ship in a whale boat. All that was left of two 45 foot whale boats was a piece of rope with a foot long board hanging from it. Both airplanes were washed overboard, and the catapult was swinging free. They broke from the convoy and limped into New York Pier Five. She went to the South Pacific from there. This lady was the target ship at Bikini Bay Bomb Test. After the smoke cleared she was still afloat and others had to scuttle her. Yes, his old heart still skips a beat even today to think of her lying there on the bottom of Bikini Bay, when she should have been put ashore in the great state of Nevada, as a shrine she so richly deserves.

Roger is married to Jean Miller and has three daughters and one grandchild. They just celebrated their 42nd wedding anniversary.

Roger had his own tree service for the last 18 years and is now retiring.

STEPHEN J. CARNEY, GMC1, USS *West Virginia* (BB-48), born Sept. 11, 1922 at Kalkaska, MI.

He was aboard the "Wee Vee" Dec. 7, 1941 during the attack on Pearl Harbor. Ordered to abandon ship, before she sank into the burning channel, they were strafed in the water by enemy aircraft, and later picked up mid channel by an Admiral's barge. On December 15, was one of the 90 *West Virginia* survivors sent to the USS *Minneapolis* and participated in 15 major battles while on board. On Sept. 1, 1945 was aboard the USS *Webster* in Tokyo Bay for the Japanese surrender. There he saw the USS *West Virginia*, the only battleship sunk at Pearl Harbor, that was present at the surrender. Remained in the Navy and served aboard the USS *Southerland* during the Korean War and Swift Boats in Vietnam. Retired in 1967 with 100% disability.

Stephen married Dorris June Sorg April 13, 1945. They have two children and four grandchildren.

ARLIE A. CARSON, LIC, U.S. Navy (Ret.), USS *Tennessee* (BB-43), born in Fort Smith, AR. Enlisted at Little Rock, AR on Feb. 10, 1938. Received boot training at San Diego, CA. Assigned USS *Tennessee* (BB-43), June, 1938 at Long Beach, CA. Traversed the Panama Canal in 1939 enroute to New York World's Fair where Tennessee sailors marched on opening day of the fair, returning to the West Coast where Tennessee sailors paraded at the San Francisco Exposition. Sailed to Pearl Harbor in late 1939. Transferred from 3rd Div. quarterdeck seaman to Printer Striker in C Div. Re-enlisted in December 1941, embarked USS *Henderson*, Navy transport, on Dec. 6, 1941 bound for San Francisco. Boarded SS Lurline for return to Pearl Harbor arriving Dec. 21, 1941. Assigned to Ammunition Depot, Lualualei, Oahu, HI.

Assigned Submarine Base, Pearl Harbor Print Shop January 1942. Transferred as PRTR 2/c to Advanced Reconstruction Group, Midway Island, 1943. Assigned to Commander, Submarines, Atlantic Fleet, New London, CT December 1944. Transferred to U.S. Naval Station, Key West, FL, June 1947. Attended Lithographer's School, Millington, TN to change rate from Printer 1/c to Lithographer 1/c.

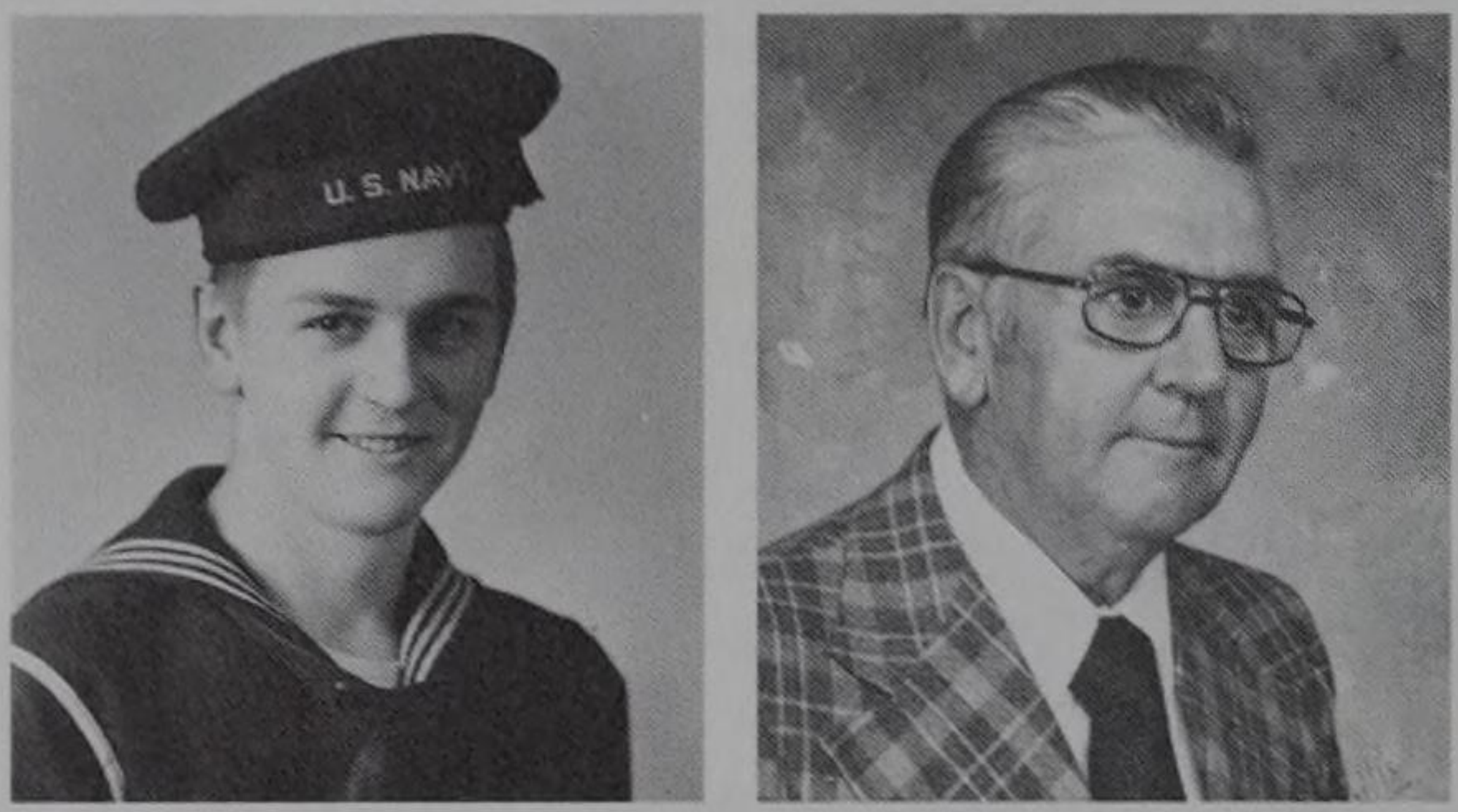
Assigned to Ship Repair Facility, Guam, Mariana Islands, in March 1949. Promoted to Chief Lithographer July 1949. Transferred to San Diego Ship Repair Facility for re-commissioning and duty on USS *Frontier* (AD-25) July 1951. Transferred to Naval Air Technical Training Center, Patuxent River, MD, spring 1952. Assigned to Communication Station (RPIO), Commandant, 14th ND, Pearl Harbor, May 1957. Transferred to National Security Agency, Washington, D.C., May 1957. Transferred to Fleet Reserve on Aug. 21, 1959 after 22 years of active service.

Graduated from University of Hawaii, June 1962 with Bachelor of Business Administration degree. Employed by City & County of Honolulu from November 1962 to Dec. 30, 1982 as Deputy Director of Parks and Recreation and Executive Assistant to Director of Finance.

Married Nancy Jane Simonini Oct. 13, 1945, three children.

BERNIS JOSEPH CASEY, BM3, USS *Missouri* (BB-63), born March 25, 1927 in Manistique, MI. Enlisted in the Navy Dec. 6, 1944. Served aboard the USS *Panamint* (AGC-13), USS LSM (R) 404, USS LSM (R) 401, Sub Group One, Brem Group, and the USS *Helena* (CA-75).

Received the Asiatic-Pacific Medal, American Area Medal, WWII Victory Medal, National Defense Medal, United Nations Service Medal, Korean Ribbon with two Stars, China Service Medal, Navy Occupation (Asia) and the Good Conduct Medal.



Was at the Bikini atomic bomb test July 1946. He did two tours of duty in Korea from 1950 to 1953 aboard the USS *Missouri*.

Bernis was married June 16, 1954. He has one child and three grandchildren. Retired from LTV Steel June 30, 1985.

FRANK CASSARINO, USS *Mississippi* (BB-41), Petty Officer 1st Class. Enlisted in the Navy June 18, 1934. Trained at Norfolk, VA, Plt. 77. Serving one and one half years on the USS *Mississippi* - 5th Div. Two years at Panama Air Station, assigned to Aviation Tenders (USS *Teal* and USS *Lapwing*). Returned to States aboard USS *Teal* and stationed at San Diego. Later assigned to Alaska for three months. Returned to San Diego for two years then transferred to Portsmouth, NH Submarine Base for three years. Next assigned to Amphibious Operation Base as a repair unit, Oceanside, CA. Upon completion of duty there, went to Honolulu, same operation.

Discharged in Boston, MA on September 1945. Then returned to San Francisco Naval Shipyard to operate officers barber shop and worked there 24 years. Completing 33 years and three months government service. Prior to retirement worked as maintenance man at Cupertino School District, Cupertino, CA for ten years.

CHARLES M. CAVELL, USS *Pennsylvania* (BB-38), Quartermaster 1/c, born Jan. 6, 1921, College Point, NY. Enlisted for six years into U.S. Navy on June 6, 1941, after completing 18 months as a surveyor and carpenter in the U.S. CCC. Attended boot camp at Newport, RI for eight weeks. Attended group two Communication School San Diego, CA, six weeks. Assigned to duty aboard USS *Pennsylvania* December 1941 as Quartermaster striker, served on board to June 1944. Transferred to USS *Springfield* (CL-66) Boston, MA. Commissioned USS *Springfield* September 1944. Escorted President Roosevelt across Atlantic to Yalta Conference. Proceeded by route of Panama Canal to Pacific Theater to join up with Fast Carrier Task Forces. Transferred to USS *South Dakota* (BB-57) September 1945, served on board until the ship was decommissioned in Philadelphia 1946. Transferred to USS *Monterey* (CVL-26) until it was decommissioned in 1947.

Discharged from U.S. Navy June 1947 and enlisted in Active Naval Reserve as Navigation Instructor 77th Div. USNR 4th Bn. NYNM. Recalled to Active Duty to recommission USS *Monterey* (CVL-26) at Philadelphia Naval Shipyard September 1950, served on board until June 1952, returned to his Naval Reserve Unit and was discharged.

Retired from Consolidated Edison Co. of New York as a Surveyor. Spends most of his time doing legislative and rehabilitation work for the Veterans of Foreign Wars and playing golf.

DAN T. CHAMBERS, USS *Maryland* (BB-46), S 1/c, born April 13, 1925 Umpire, AR. Enlisted in the Navy 1943 and sent to San Diego, CA for boot training (six weeks). After boot training assigned to duty on the USS *Maryland* where he spent the balance of his time in the Navy with exception of three months on Pearl Harbor.

While stationed aboard the USS *Maryland*, took part in the following combat operations: Makin, Kwajalein, Eniwetok, Saipan, Tinian, Guam, (torpedoed) Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake and Okinawa.

Was transferred from the USS *Maryland* for three months on Pearl Harbor. Was picked up by the USS *Maryland*, taken to San Francisco, CA, left for discharge, was discharged in Memphis, TN Dec. 13, 1945 returned to hometown in Nashville, AR.

He is retired, but operates small poultry and cattle farm in Nashville, AR.

He feels it was an honor to serve his country.

DALE CHANDLER, USS *New York* (BB-34), Chief Turrent Captain, born Aug. 18, 1922 in Jefferson Co., AL. Attended elementary school at Majestic, a coal mining town, and attended Mortimer Jordan High School. Enlisted in the Navy on Oct. 27, 1941 and attended recruit training at Norfolk, VA. Went aboard the *New York* on Dec. 12, 1941 and served aboard same for the duration of the war. He was in the invasion of No. Africa in November of 1942, ran convoy duty to Iceland, Scotland and No. Africa. Was assigned to teaching gunnery school in 1943 and took midshipmen on training cruise in 1944. Went to the West Coast in November of 1944, was in the Iwo Jima and Okinawa campaign and won three Battle Stars. Was discharged on Dec. 29, 1946.

He retired from Drennen Cadillac Motor Company in August of 1984 where he had worked for 30 years.

Married November 1945. Has one son and three grandchildren.

RAYMOND A. CHARLES, born Dec. 17, 1910. Enlisted Jan. 2, 1930 in San Francisco, CA. First ship was the USS *Nevada* (BB-36) for two years. On the USS *Gold Star* (AG-12) for two and one half years. Then assigned to the USS *Salt Lake City*. Next ship was the USS *Wyoming*, a converted battleship, to train midshipmen and Navy ROTCs. As a MM1/c, special duties were training midshipmen (engineering).

In June of 1941, was selected to go to Diesel School at New London, CT. Graduated before the war broke out. Group of 1700 Navy men were sent to Trinidad BWI and Caracau NWI. Was soon promoted to CMoMM and received two commendations in that area. Thirty-eight months later was promoted to Warrent Machinist. Was then assigned to USS *Device* (AM-220) as engineer officer. Headed straight for the Pacific. First duty there was escort duty until March 1945. First sweep was fast and furious, it lasted through April 3 and past April 18 at Nak-Gusku Wan, Kinmu Wan, Okinawa Shima. Citation issued on April 20, 1945. Swept the China Sea, occupied Japan and swept their mines also. Promoted to CWO after the war.

Retired regular Navy 1949. Spent 20 years in the Naval Supply System. Retired again in 1970. Between schools became a Real Estate Broker. Presently 78 years old. Residing in California with wife of 50 years, Frances.

LESTER GORDAN CHILDRESS, USS *Pennsylvania*. Known as "Chilly". Born Osborn, MO May 29, 1915. Attended Westport High School, Kansas City, MO. Joined Navy Dec. 12, 1935. Was named honor man while at San Diego Training Station. Went aboard USS *Pennsylvania* immediately upon completing training. Was still aboard Dec. 7, 1941 the morning of attack at Pearl Harbor. Served with pride during all the documented battles the USS *Pennsylvania* was engaged in throughout the war. Spent a brief time on the USS *Williamson* while the *Pennsylvania* was in dry dock. Rejoined the *Pennsylvania*.

Married March, 1945. Transferred to U.S. NAS Bunker Hill, IN. Discharged as Aviation Mate, First Class, from USN Air Station, Memphis, TN. Spent seven years self-employed, logging and saw-milling in Oregon. Spent several years traveling throughout the United States as Journeyman electrician, working the large industrial construction jobs. Fully retired in 1977. Has one blind son, adopted in 1964. Still enjoys recreational traveling while not at home at Lake Chaparral, Mound City, KS.

LONZY CLARK, USS *Indiana* (BB-58) April 30, 1942, born Aug. 17, 1925 Charleston, SC. Commissioned the ship USS *Indiana*, in Newport News, VA. Deck hand at the time until went to Barber School, aboard the USS *Saratoga*, (an aircraft carrier) which was anchored in New Caledonia.

Came back to the USS *Indiana*, as a Petty Officer, SS-M-B Third Class.

First hair cut ever gave really skinned the guy and he gave me a 50 cent tip. One of the things he remembers in the barber shop is eating Spam sandwiches and playing poker with the cooks and bakers from the galley. Has many fond memories of his shipmates and if he could, would do it over again.

ROBERT REDLERN CLARK, FC 2/c, born Sept. 17, 1917 in Los Angeles, CA. Enlisted Jan. 11, 1940. Boot camp in San Diego, CA.

Served aboard the USS *Detroit*, USS *Dobbin*, USS *Dixie*, USS *Indiana*, USS *Manila Way* and USS *Sirius*.

Plank owner USS *Indiana* and USS *Manila Way*.

Received the American Defense Medal with one Star, American Area Medal, Victory Medal, Asiatic Pacific Medal with two Stars and Good Conduct Medal.

He is a widower with two children and three grandchildren. Retired June 30, 1972 from the U.S. Post Office.

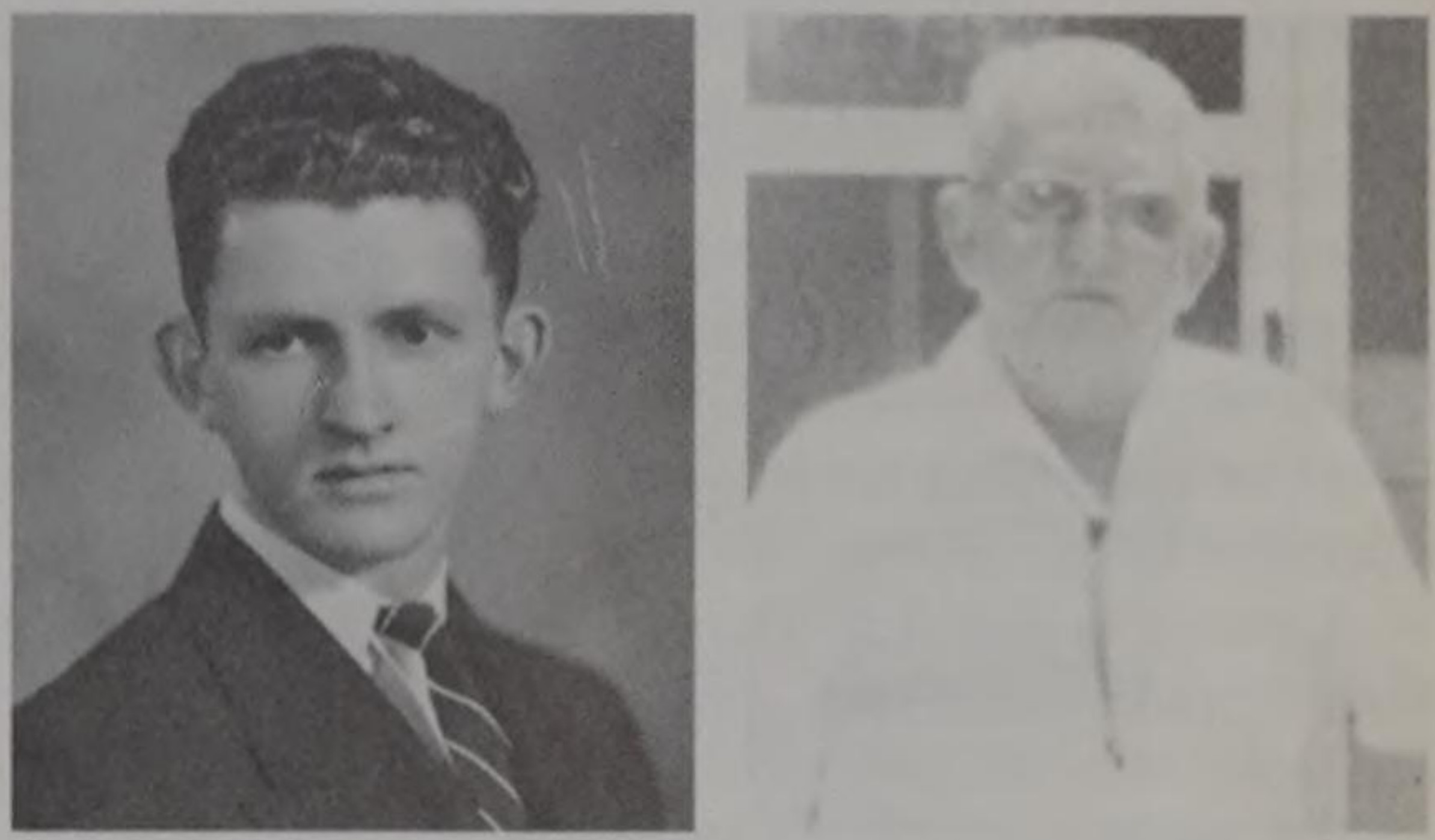
GAIL L. CLAUSEN, USS *Maryland* (BB-46), Seaman First Class, born Apr. 9, 1926 in Sioux City, IA. Gail Clausen attended school in Sioux City. He enlisted in the Navy in 1943 and attended recruit training in Farragut, ID.

Coming aboard the *Maryland* in the spring of 1944 at Bremerton, WA, Clausen assigned to the 5th Div., had a first battle station in secondary forward setting range and deflection on a broadside 5"-51. He later served as a gunner on a 5"-51, mount 5. He was aboard the *Maryland* for the invasion of the Marianas, the battle of Peleliu, the bombardment of Leyte, the Battle of Surigao Strait, the kamikaze attack in Leyte Gulf, the invasion of Okinawa, and the kamikaze off Okinawa. After overhaul in Bremerton the *Maryland* headed back toward Pearl Harbor as the war ended. At Pearl Harbor, Clausen was shanghaied to the USS *Blackhawk* and returned to Okinawa for the period of occupation.

Upon discharge from the Navy in 1947, Clausen returned to Sioux City and continued his employment with Metz Baking Company where he had been employed at the time of entering the service. In 1980 he retired from the bakery on full pension after completing 38 years of employment. He and his wife, Lucymae, reside on an acreage in rural LeMars, IA. Mr. Clausen commented, "in those days we served with honor and pride, and respect for the American flag."

HAROLD S. CLEMENTS, Chief Turret Captain, born May 17, 1921.

Enlisted in Navy Nov. 4, 1940. Boot training in Great Lakes, IL.



Served aboard the USS *Arkansas*, USS *Salt Lake City*, USS *New Jersey*, USS *Baltimore*, USS *Silberstein*, and USS *Los Angeles*.

He was washed overboard from the USS *Silberstein* and was not picked up for two hours due to heavy weather.

He is a widower with no children. He was an insurance agent for 26 years.

CARSON WILLIAM COLLINS, SKC, USS *Nevada*, USS *Chilton*, USS *Castor*, born May 25, 1917 in Ash Flat, AR. Enlisted in the Navy March 3, 1937.

The two experiences he remembered most were Pearl Harbor and D Day. He was discharged Nov. 6, 1966.

He married Imogene Jennings March 3, 1948. They had five children and eight grandchildren. He retired in 1983 from the Missouri Division of Employment Services. He is deceased.

EDWARD C. CONKLIN, USS *Pennsylvania* 1935-1939, USS *Hornet* 1943-1945, born June 20, 1916 in Moreland, ID. Attended schools in Salt Lake City, UT and Cambridge, ID. Entered Navy in April 1935. Recruit training in San Diego, CA. From boot training, was assigned to the flagship USS *Pennsylvania* for four years. Duties during this tour were: Coxswain, Craneman, and Striker Gunner's Mate. Was in the 6th Div. In August 1939 went to shore duty at Pensacola, FL. Served 19 months in the Navigation Dept., then went to Jacksonville, FL N.A.S. for 18 months duty. Completed a training course as Aviation Metalsmith 1st Class and very shortly after made "C.P.O.". Worked at "O & R" heat treating Dept. VN 13.

In August 1943 was assigned to the second USS

Hornet as it was commissioned at Newport News, VA. Served with the "Aviation Ship's Company".

Served in the South Pacific for 20 months with Task Force 58 on it for the commissioning and shakedown cruise. The USS *Hornet* was commissioned at Newport News, VA.

Saw action in the South Pacific for 20 months with Task Force 58. Participated in the Battles of Palau, Hollandia, New Guinea, Truk, the Marianas, Battle of the Philippine Sea, Eniwetok, Atoll and Bonines.

Returning home, had duty at Sandpoint N.A.S. Seattle, WA. Served in the O & R Dept. and with the Land Transportation Div. Then duty for three months with a maintenance crew (for the closed base at war's end) at Pasco, WA. Served as station keeper and in the Fire Dept.

Then on to Ream Field N.A.A.S. at Imperial Beach, CA an auxiliary field to North Island N.S. San Diego, CA. Served with F.A.E.T.U. PAC. Then continued with the squadron over to North Island Naval Station. Held Maintenance Chief for two years.

Completed 20 years of Navy service in Fire Dept. Ream Field N.A.A.S. as Chief. Dealt in both structural and aircraft fires. Ream Field was the Helicopter Capital at that time.

Retired in October 1955 from 20 years U.S.N. service. Then continued duty as Fire Chief under Civil Service.

Final retirement for 40 years government service in October 1975.

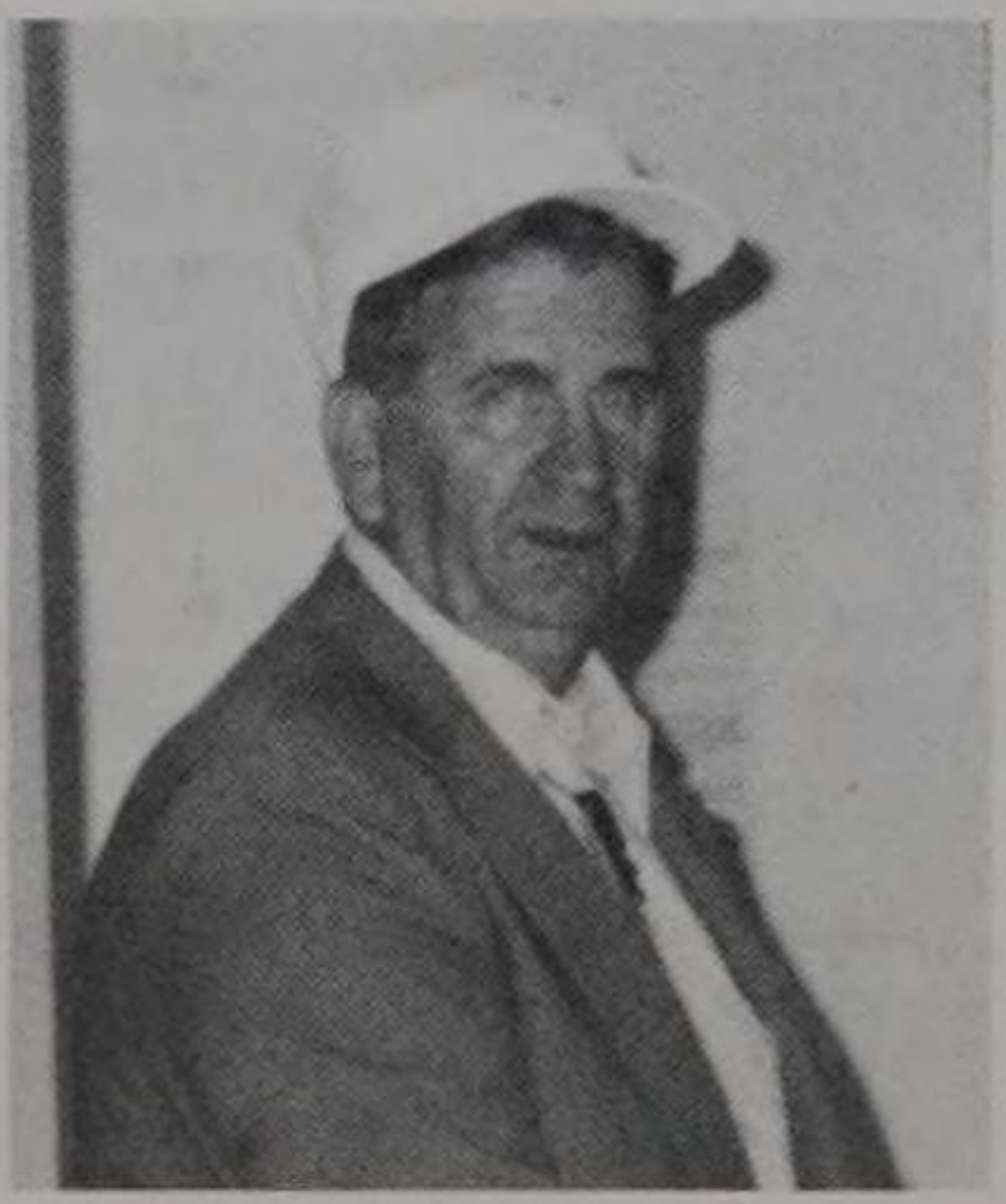
Edward is married. They have four children, eight grandchildren and four great-grandchildren.

DONALD L. CONLON, USS *Alabama* (BB-60), born Aug. 19, 1925 in Bedford, IN. Joined the Navy Aug. 20, 1942 (age 17 years one day) in Springfield, MA. Five weeks boot camp Newport, RI. Sixteen weeks Signalman School, Newport. Reported aboard USS *Alabama* in Norfolk, VA January 1943. Left USS *Alabama* August 1946. Discharged in Bremerton, WA.

Alabama operated with English Home Fleet out of Scapa Flow, Scotland and Iceland (1943) on convoy coverage to Murmansk. Went through Panama Canal September 1943 to South Pacific. Participating in most operations up to and including Japan. Returned to U.S. in time for Navy Day 1945 in San Francisco; instead of Golden Gate in 48. Spent six years Navy.

Joined U.S. Coast Guard June 1949 as a Seaman. Retired June 30, 1965 (two months prior to 40th birthday) as a Chief Warrant Officer. Is now retired completely and enjoying the "good life". See ya-all in Mobile next Reunion (1990).

ROBERT C. COOK, USN (1941-1962), Postal Clerk, USS *New Mexico* (BB-40). Reported for duty at boot camp, Newport, RI, Oct. 27, 1941.



Served aboard the battleship USS *New Mexico* (BB-40) from Dec. 10, 1941 until its decommissioning April 19, 1946.

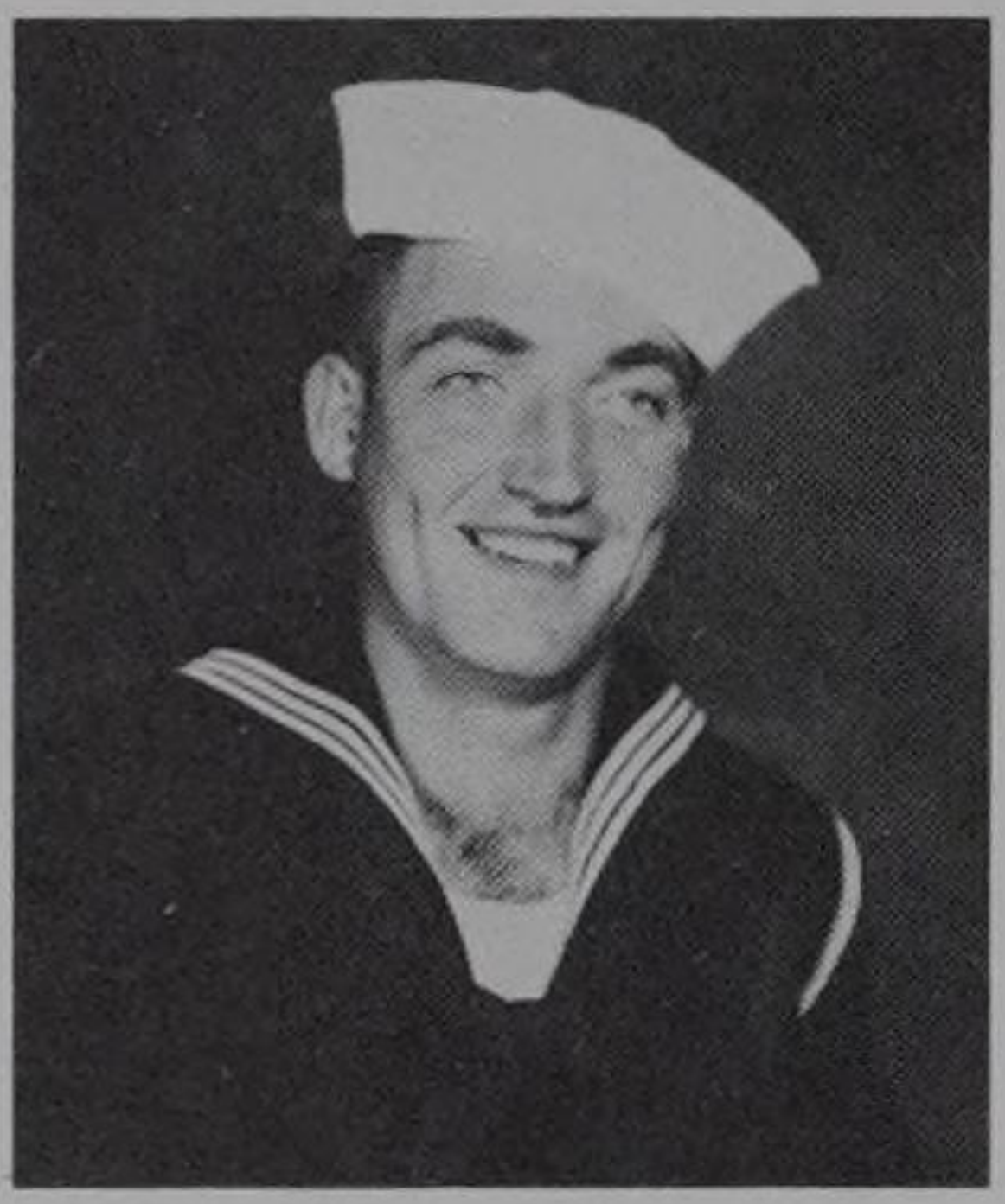
Presented the Purple Heart for injuries received at Okinawa in 1945 when a kamikaze plane hit the gun deck of the USS *New Mexico* tearing into the funnel. At this time was a gunner on the ship's anti-aircraft guns.

After WWII, served as a mail clerk on the USS *Benewah* at South Boston, MA. Also had duty later on in his career in Newport, RI, Hawaii, Kodiak, AK and El Centro, CA. Served on the Admiral's Staff aboard the USS *Estes*. Also served short tours at Treasure Island, CA and on the carriers USS *Hornet* and the USS *Hancock*.

Retired April 4, 1962 at Newport, RI.

ROBERT LEE COOK, Seaman First Class, USS *Idaho*, born April 4, 1922 at Tellico Plains, TN. Enlisted USN Nov. 26, 1942, USNTS San Diego, CA.

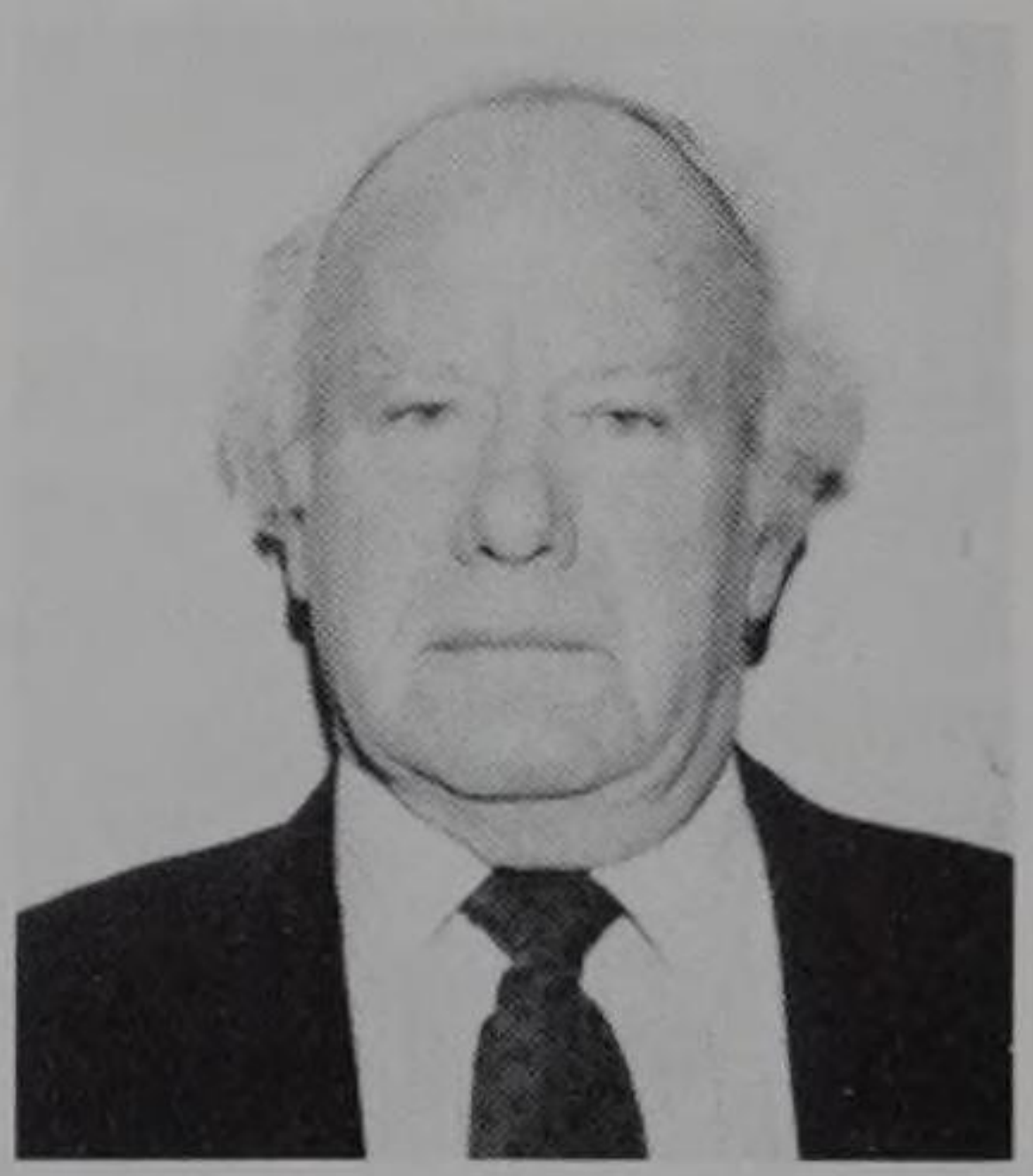
They were the first battleship to operate in the Bering Sea and were reported sunk by the Japanese. Was excited to leave Adak, AK for San Francisco, CA, but then they headed for Pearl Harbor. Visited Sydney Australia, paved the way for the Marine landing on Iwo Jima, and finished 13th bombardment and eighth battle at Okinawa. When they left Tokyo, they were headed for home through the Panama Canal, and landed in Norfolk, VA.



He married Norma Burns Dec. 23, 1949. They have three children and two grandchildren. Retired as a craneman from Aluminum Co. of America Aug. 30, 1971.

When he first retired, he fished and played golf, but now he is a beekeeper and a gardener.

EDWARD F. COPE, USN, EM 1/c, USS *North Carolina* (BB-55), born Jan. 22, 1919 Orange, MA. Joined USN January 1939. Served aboard USS *Nashville*, Atlantic and Pacific. Served aboard USS R 11 New London, CT Submarine Base. Served on USS *North Carolina* (BB-55) (Plank Owner) in Atlantic and Pacific to 1945. Served duty at Columbia University until duration of WWII. Discharged September 1945.



September 15, 1941 "Torpedo Junction" Longitude 167 Latitude 12. "We have been torpedoed. There are five known dead, we were hit at frame 37 between turrets 1 and 2 at 1445 hours. What a shock! Men were tossed into the air, smoke and the smell of fuel oil quickly filled the ship, we listed about 30 but soon righted. The USS *Wasp* was on our port side and hit first, hard. She sunk at 2000. The destroyer *O'Brien* took a torpedo aimed at us and later sank. We proceeded to Tonga Tabu to bury our trapped shipmates. The Queen of Tonga officiated. Later we arrived at Pearl Harbor, with an 80 foot hole in our port side, for repairs. We later returned to the South Pacific for more battles."

USS *North Carolina* is now a War Memorial in the Cape Fear River, in Wilmington, NC. They have yearly well attended reunions.

Married Tay Vo Jack on Aug. 9, 1944. They have two children, three grandchildren and one great-grandchild. Presently works as an electrical and building inspector in Bradford, CT.

DANIEL C. COPPER, USS *Nevada*, first met the "Ole Maru" in Bremerton Navy Yard on Dec. 4, 1942. He was assigned to the 9th Div., a gunnery division of 105 men. They were responsible for Mounts 1 and 3, five inch, .38 caliber twin guns.

After the *Nevada* was repaired and outfitted with newer equipment, they were ready to go.

They left California for the Aleutian Islands. The weather was horrible, foggy, rainy, snowy and windy. Next, they headed stateside for repairs. Then on to the Panama Canal enroute to the east coast (Norfolk). They were assigned to protect convoys of Merchant Ships crossing the Atlantic.

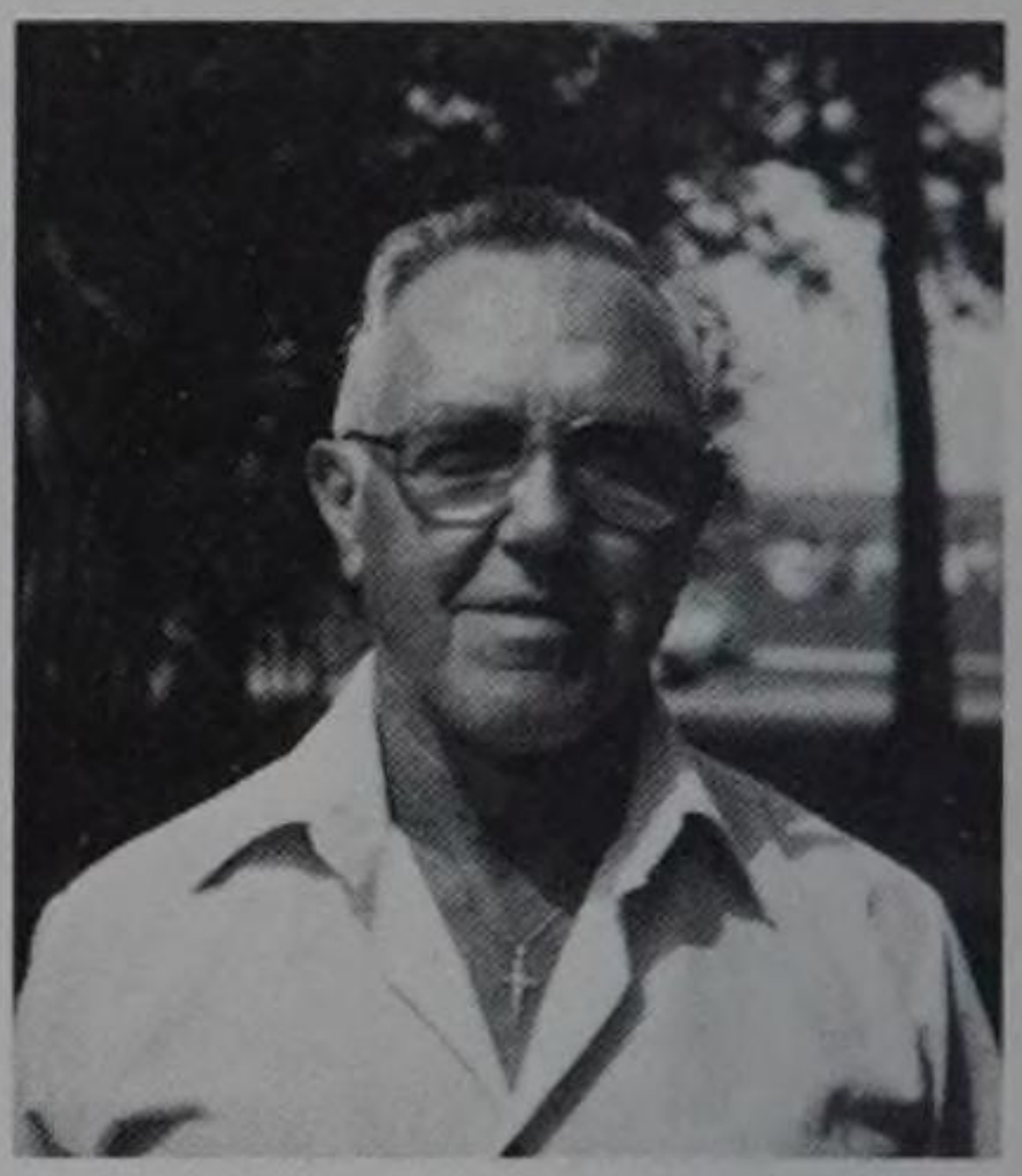
Their last convoy was in May of 1944. They made preparations for D-Day, June 6, 1944. The *Nevada* moved into Utah Beach and started bombarding the assigned area. Next moved on to Cherbough to assist in that operation. Headed for Gibraltar and the Mediterranean Sea. Stopped in Oran and Algiers then on to Italy.

The next assignments included: Southern France, Hawaii, Jaliut Atoll, and then on to Iwo Jima. After Iwo Jima was secured moved on to Philippines and anchored at Tacloben in the Leyte Gulf. Copper next saw much action with the *Nevada* at Okinawa.

At war's end they were part of the Magic Carpet Fleet bringing home all branches of service men from all over the Pacific.

ARMAND L. CORBEILLE, Sgt., USS *Alabama*, born July 10, 1924, in Bristol, CT. Attended Bristol, CT and Chicopee, MA schools. Enlisted in the U.S. Marine Corp. on March 17, 1942 in Springfield, MA.

Went to Parris Island for boot camp training, from boot camp sent to Sea School in Portsmouth, VA. After learning all about duty aboard ship was transferred to the USS *Alabama* for duty on Aug. 15, 1942 for the commissioning.



Spent the next two and one-half years cruising the North Atlantic and the South Pacific. The North Atlantic was cold, can remember the temperature getting as low as 40 below zero, lots of fog and chipping of ice. The ports we stopped at in the North Atlantic were a lot nicer than the ones we stopped at in the Pacific.

Can still remember the cold nights in Casco Bay, Portland, ME, every one who came off liberty would try to get a place by the launch motor to keep from freezing. In the Pacific he remembers going ashore on Saipan after the invasion and looking at the damage the *Alabama* made with her 16" guns.

Was transferred from the *Alabama* in Bremerton, WA in January 1945 for a much needed 30 day leave. After the leave, reported for duty at Quanset Point, RI, then to Camp Lejeune, NC for reassignment, the Japanese surrendered while he was there.

Was discharged on March 16, 1946, was reactivated from inactive reserves for the Korean conflict in September 1950 and discharged on October 1951 with the rank of Sergeant.

Armand is married to Lucille and they have two daughters and five grandchildren.

He worked in a few factories in Connecticut, one as a watch adjuster, then as an Inspector and Supervisor, and last as a lead setup person in a spring factory where he retired from on March 30, 1987. Shortly after retiring moved from Connecticut to present home in Florida. Attends the *Alabama* reunions and enjoys visiting the ship.

DONALD E. CORNELE, (Doc), USS *Pennsylvania* (BB-38) SIC, enlisted Oct. 4, 1943. Assigned USNTS Oct. 6, 1943, Great Lakes, IL for boot training. Left States on PA 36 Cambra, Panama Canal to Pearl Harbor.

Assigned duty USS *Pennsylvania*, Jan. 2, 1944. While stationed aboard *Pennsylvania* took part in following combat operations: Kwajalein, Perry, Eniwetok, Saipan-Tinian, Guam, Pelelieu-Anguar, Leyte, Japanese Surface Battle, Lingayen Gulf (Luzon), Wake and damaged by aerial torpedo Aug. 12, 1945, Okinawa. Awarded Navy Unit Commendation.

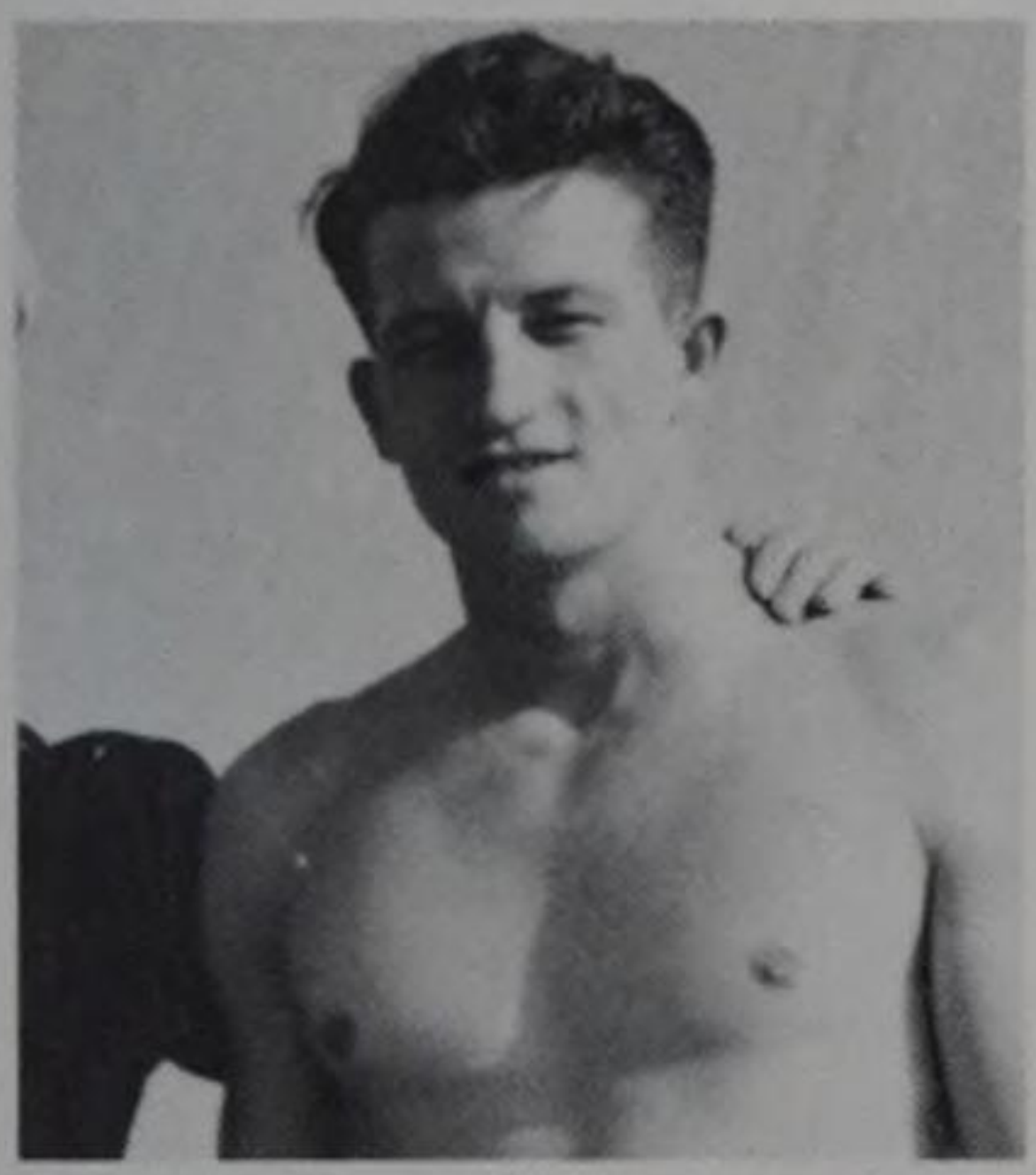
When the USS *Pennsylvania* arrived Bremerton, WA on Oct. 24, 1945. Left for leave and discharges from Navy. Was discharged at USNTA Great Lakes, IL on March 18, 1946.

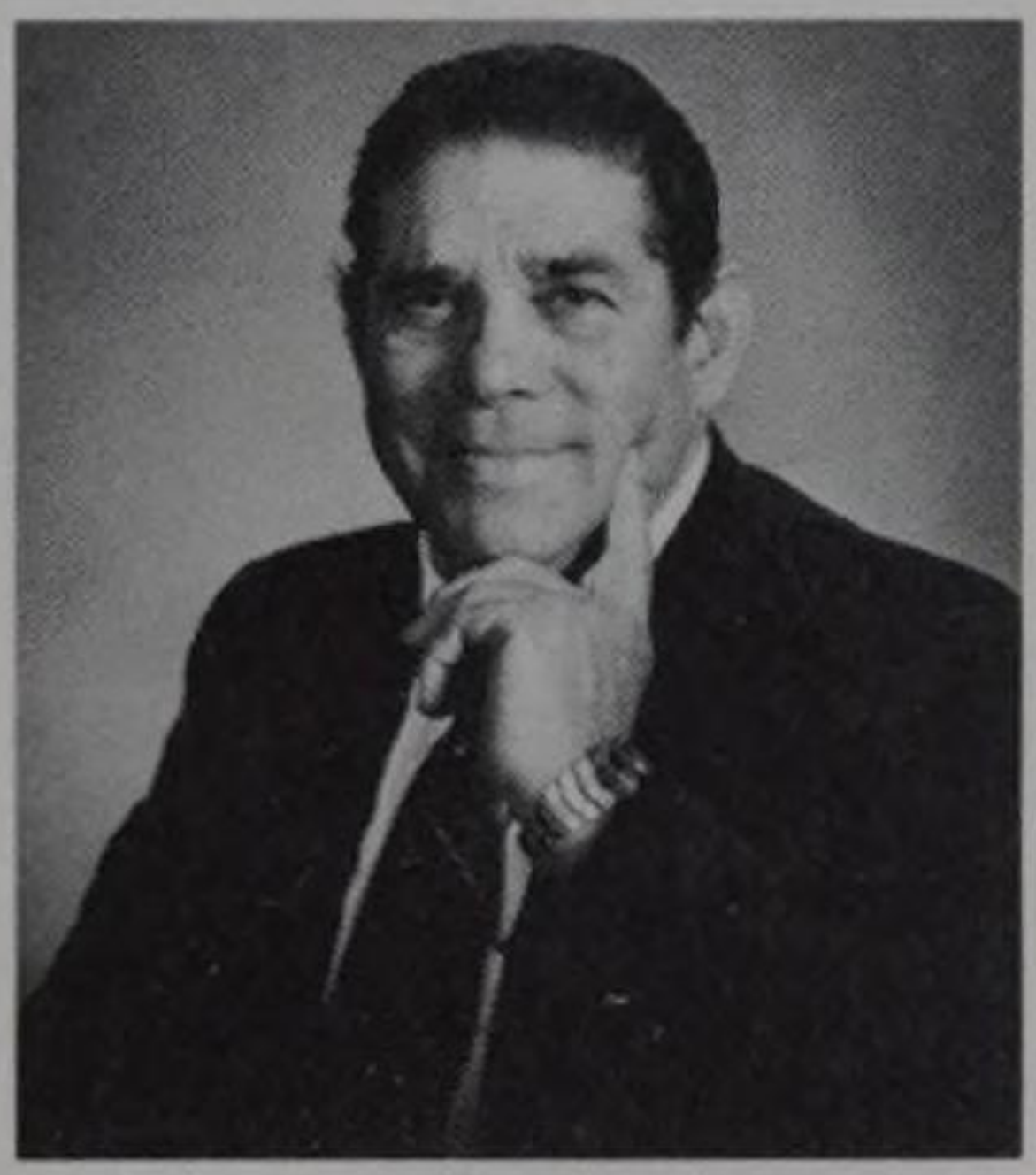
Enlisted U.S. Army Air Force July 31, 1947. Retired U.S. Air Force, Master Sergeant (E-7) Oct. 1, 1966. Has over 15 authorized ribbons on uniform.

Attended Hebrew Union College - Jewish Institute of Religion for over 16 years.

HENRY HARRY CORTESI, born March 18, 1916 in Cicero, IL. Enlisted in Navy July 16, 1934 at Portland, OR. Received boot training at San Diego, CA.

He served on the following ships: USS *New Mexico* (BB-40), USS *Pennsylvania* (BB-38), USS *California* (BB-44), USS *Shenandoah*, USS *Tutuila*, USS *Amphion* (AR-13), USS *Megora* and USS *LaSalle* (APA-120).





He received the following decorations and awards: Asiatic-Pacific Theater, WWII Victory Medal, American Theater, European African Middle Eastern Theater, Navy Occupation Service Medal, China Service Medal, Expert Pistol, five Good Conduct Medals, five Bronze Stars, American Campaign Award, Korean Service Medal, United Nations Service Medal, Korean Presidential Unit Citation Badge and the American Defense Medal (A).

Henry was All Navy 126 lbs. Boxing Champion in 1939 to 1940 Honolulu. Pacific Northwest Champion in 1932. He qualified for 1932 Olympic Trials in San Francisco, CA. He was assigned as U.S. Navy Olympic Boxing Squad Trainer in 1948.

SERGE S. COVAL, RM3/c, USS *Indiana* (BB-58), born Feb. 18, 1925 in Mt. Carmel, PA. Father a coal miner working the Anthracite mines.

Enlisted on 18th birthday and completed boot camp at Newport, RI. Joined the crew of the *Indiana* at Newport News, VA shortly after her commissioning.

Picked up several Battle Stars and the highlight was the Marcus Island raid on Aug. 31, 1943. Marcus Island was less than 1000 miles off Japan. Served on the USS *Lesuth* which was in on the initial landings of the Marshall Islands.

Commissioned the USS *Wallace L. Lind* (DD-703) in the Brooklyn Navy Yard and finished out tour of duty on her which included a stop at the now infamous "Nagasaki". The *Lind* was in Tokyo Bay for the signing of the surrender by the Japanese.

Entered college in 1946 received a B.S. in Education and gold bars through the ROTC program.

Was immediately called to active duty when the Korean War broke out. While in the Pacific received special orders and ended up in Berlin, Germany and stationed in Potsdam, Germany as a Military Laision Officer with British, French and Russian detachments. His ability to speak several languages and understand others was essential to his assignment in Berlin.

Left service, taught school and was also an administrator.

Wife of over 40 years retired in 1988. With a nice motor home they travel a great deal. Family includes three daughters and one son, and five grandchildren.

Received numerous military awards including Occupation Medals of Japan and Germany.

Fought as a heavyweight boxer on the USS *Indiana* (undefeated).

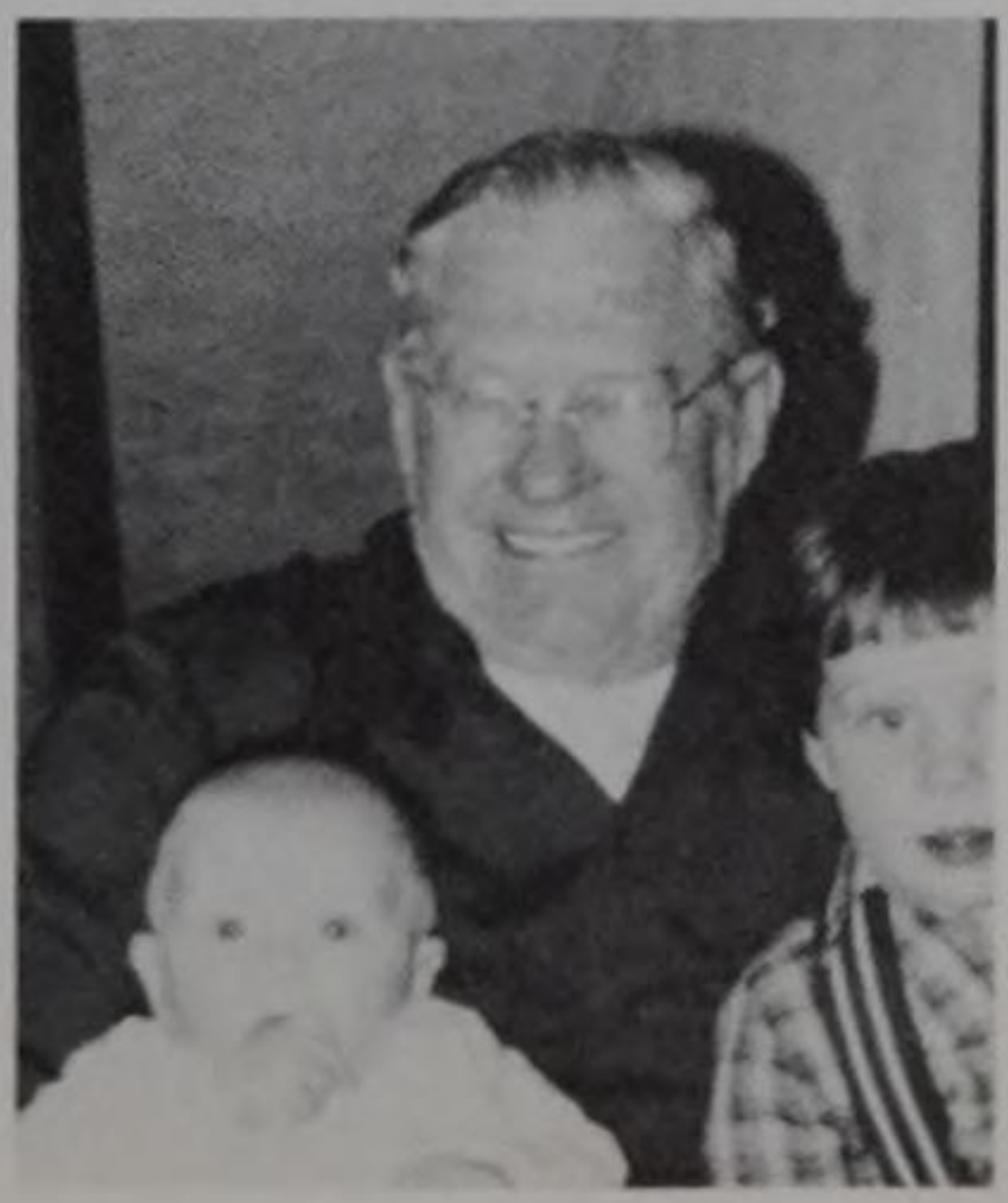
ROBERT M. COWARD, USS *Tennessee* (BB-43), CEM, enlisted in the U.S. Navy in July 1938 and attended "boots" and electrical trade school at Hampton Roads, VA. Served aboard the USS *Tennessee* from April 1939 to April 1942; the USS *Sperry*, sub tender, for one year; USS *Sculpin*, for about three months, on the next to the last war patrol that she made, USS *Perch II*, from commissioning in 1943 until discharge in October 1945.

Retired from Duke Power Company, electrical utility, in 1983, after serving 31 years.

Born in Leaksville (now Eden), NC on Dec. 25, 1920. The way he figures it that makes him 43 years old - the same number of the USS *Tennessee* (BB-43)!

EDGAR LEE COX, Lt. jg., USS *Mississippi*, USS *Murphey* (DD-603), USS *Waldron* (DD-699), born June 5, 1914 in Ceuteuries, MO.

Joined the USN in October, 1935 at Kansas City, MO. Boot camp in San Diego, CA. While in boot camp had two fights, won both. They stopped one after he blacked the guy's eyes and knocked out his teeth.



Reported aboard the USS *Mississippi*. Assigned to Fire Control Div. made a rote every time he was eligible. Made FC 2/c first hitch. Shipped over for fire control school in D.C. Made Fire Controlman 1/c while in school. Was in Washington, D.C. when Japanese bombed Pearl Harbor.

Put the USS *Paro*, a destroyer tender into commission. Went back to F.C. School and put USS *Murphy* (DD-603) into commission. She was his favorite ship. He was in plot when she got cut into by an oil tanker. Was in the water about an hour. The Gunnery Officer pulled him out.

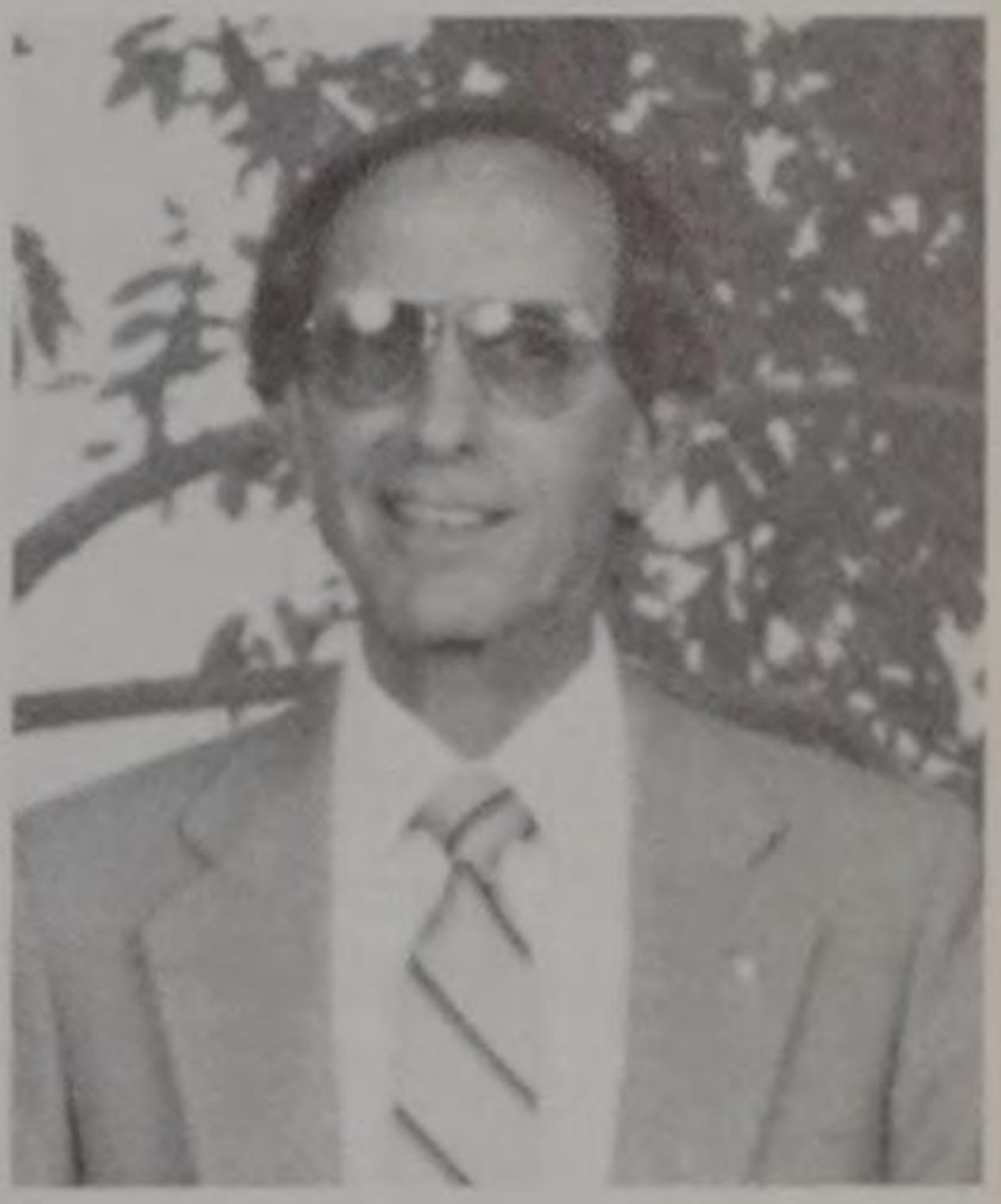
Edgar had been a 1/c for three years. There were no vacancies. They sent a chief to the ship. The Gunnery Officer wanted to make Edgar Chief, so he sent the Chief to the hospital and made Edgar Chief. He recommended Edgar for Warrent but he made Ensign. He put the USS *Waldron* (DD-699) into commission. He spent the rest of the war on the *Waldron*.

Had a spot on his lung so they sent him to a hospital in Massachusetts. When he got out, he was sent to another destroyer. Requested transfer to California was sent to West Coast on the *Orlich*. Was on her when the Korean War erupted.

Served on USS *Hellender* for a few months. Transferred to Portland, ME for recruiting duty. Spent almost three years there. Went to sea for one year. Took destroyer around the world. Transferred to another ship for a couple of days and then got orders to go back to recruiting duty in Portland. Put in the fleet reserve from there.

Married Katherine D. Widber. They have two daughters and one son. Has been a carpenter for over 20 years. Built his daughter, Cindy, and his son a house. Has seven grandchildren. He is a farmer and has two horses, which he likes to ride at least once a week, and 14 head of beef cattle.

STANLEY E. CRIDER, S1/c, USS *Arkansas* (BB-33), born Jan. 18, 1925, in Broadway, VA. Attended elementary, junior high and high school in Harrisonburg, VA. Inducted into Navy June 7, 1943, boot camp at Sampson Naval Training Station. Boarded USS *Arkansas*, Sept. 23, 1943. Served aboard until February 1946. Combat operations included support for landings in Normandy France on D-Day, June 6, 1944 and landings in Southern France, August, 1944. Shipped out to Pacific Nov. 11, 1944. Supported landings in Iwo Jima, Feb. 16, 1945 and landings on Okinawa March 25, 1945. Discharged honorably Feb. 25, 1946 (four Battle Stars).



Employed by Merck and Company, Inc., (Pharmaceutical Firm) Elkton, VA and retired as a Laboratory Technician May 1, 1987, after 41 years service. Married in July 1949, raised three foster daughters. He is currently retired in Elkton, VA, enjoying golf, fishing, home projects and attending ship's (*Arkansas*) reunions.

WILLIS M. CROYLE, USS *North Carolina* (BB-55), CS Div., Signalman Second Class, born Oct. 18, 1925 in New Kensington, PA. Attended elementary school in Leechburg and high school in New Kensington, PA, graduating in 1943. Enlisted in the Navy October 1943 and sent to Samson, NY for boot training. After boot training was sent to Signalman School at the University of Chicago, Chicago, IL. Upon completion of Signalman School was sent to Schumaker, CA for overseas duty. Shipped out on

Mother's Day, May 1943 on Dutch vessel headed for Pearl Harbor. Was then assigned for duty on the USS *North Carolina* and served there until the end of the war.

While stationed aboard the USS *North Carolina*, took part in the following battles: Saipan, Okinawa, Iwo Jima, Philippines, Luzon, Marianas and Tokyo Bay.

He is now retired as a Construction Carpenter. Enjoys golfing, fishing, hunting and his family. Has four children and six grandchildren.

RAYMOND CRUZ, Steward First Class (SD1), (Ret.), USS *Nevada* (BB-36), born April 25, 1922 Agana, Guam. Enlisted in the Navy, Dec. 2, 1940. After three months of basic training in Guam, was shipped out to Honolulu T.H. Upon arrival in Pearl Harbor, was sent to the Naval Station in Pearl, for three more months, before transferring on board the USS *Nevada* (BB-36).

Was on board the *Nevada* during the Pearl Harbor attack of Dec. 7, 1941. "I was at the officers' pantry on that dark morning when I heard people running and shouting that we had been attacked by enemy planes. I was so confused and scared, however, I went to the top deck and saw two strange planes flying over the American ships.

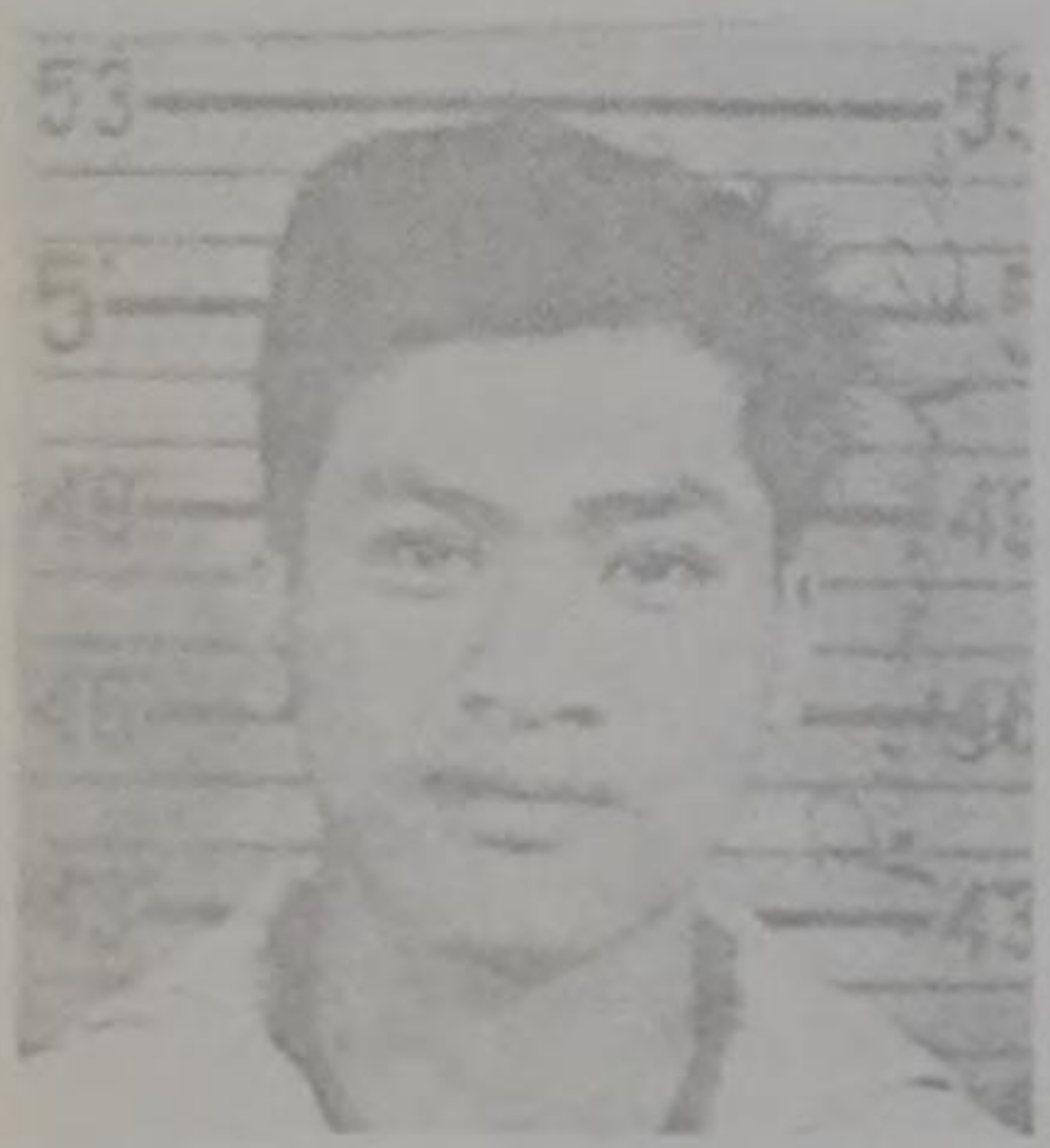
"Other ships were anchored about a quarter of mile north from the USS *Nevada*. I noticed the emblem on the planes' wings and told myself that they were Japanese aircraft.

"General Quarters were sounded and immediately I went to my G.Q. station, turret #2, magazing room. Five minutes later a torpedo struck portside of the ship's bow and just barely missed the magazine room, #1 turret. I wouldn't be alive today if any of the torpedos had made a direct hit at the magazine room.

"The ship's power was completely knocked out with not a single light operating below deck. I prayed and asked God to spare my life and that of my shipmates as we were together during those frightening hours. We managed to find our way out to the top deck by using the emergency battle lantern.

"The mid-part of the ship's top deck was badly damaged by a bomb. Bodies of my shipmates, who gave their lives for our country, were covered with blankets.

"December 7, 1941 was a very sad day in my life. The memories of that day will remain with me as long as I live."



He served aboard the following ships and stations: USS *R.L. Barnes*, USS *Nevada* (BB-36), USS *Alaska* (CB-1), USS *Guam* (CB-2), NOB Adak Sdn. 132, Commander Carrier Div. 15, Naval Station Tongue Point, OR, Naval Station Bremerton, WA, USS *Helena* (CA-75), U.S. Naval Station Guam M.I., USS *Walke* (DD), Severn Naval Command, Annapolis, MD, USS *King* (DCG-10), USS *Tingey* (DD-7), *Hamner* (DD) and USS *Mullany* (DD).

Was aboard the *Nevada* during the combat operation in the Aleutian Islands and aboard the USS *Alaska* during combat in Okinawa.

The following medals were awarded for service during WWII: Good Conduct, National Defense, American Campaign, Asiatic Pacific Campaign and the Korean Service Award. Was discharged at Naval Station in San Diego, CA on April 15, 1965.

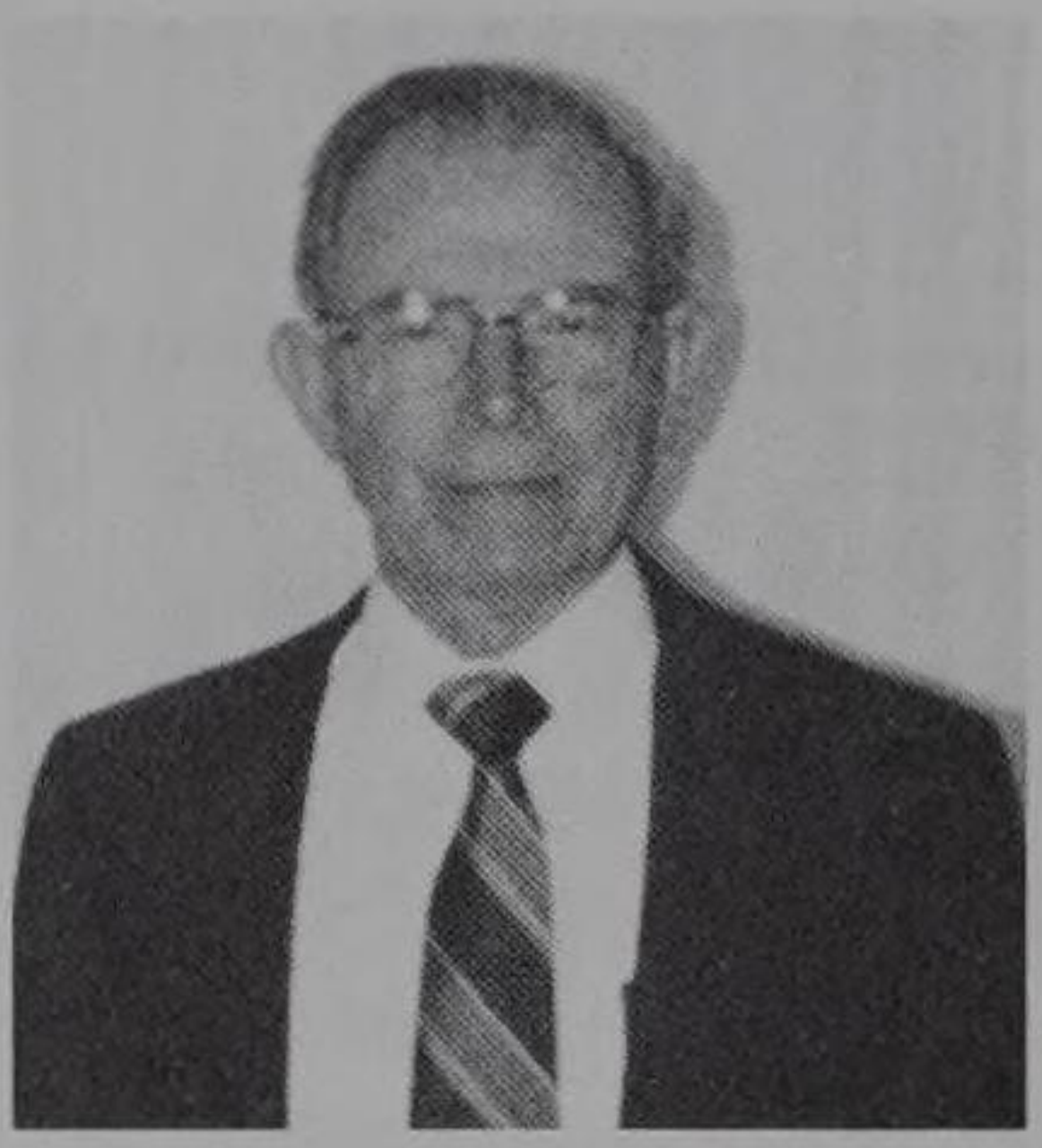
After discharge from the USN, worked for the Civil Service at the Naval Hospital in San Diego. Is now retired for the second time after 20 years of service in the Civil Service.

He is a member of the Fleet Reserve BR #61 and Pearl Harbor Chapter #3. He has been married for 32 years, has seven children (four boys and three girls) and four grandchildren (three boys and one girl). Most of his time is spent gardening and cooking for family and social gatherings on weekends and holidays. Keeps busy by walking two miles a day and on Saturday nights goes out dancing with his wife.

Has been blessed with good health and is enjoying life abundantly.

WADE A. CUNNINGHAM, SF/2c, USS *Pennsylvania*. Inducted into the United States Navy at San Antonio, TX March 13, 1943. Went through boot camp at San Diego, CA, Co. 102.

After completing training at San Diego was sent to the receiving ship at Bremerton, WA. Went aboard the USS *Pennsylvania* June 6, 1943. The USS *Pennsylvania* departed from Bremerton Aug. 1, 1943 for the Aleutian Islands with Kiska as her major objective.



The ensuing 19 months were spent in the South Pacific participating in 13 amphibious attack operations. Qualified for Second Class Diver Technician February 1944. These operations included Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Anguar, Leyte, Japanese Surface Force, and Luzon. On Feb. 28, 1945 the USS *Pennsylvania* departed for the United States via Pearl Harbor and arrived at San Francisco March 13, 1945. Attended diving school at Tiburon, CA during this time.

Left San Francisco July 12, 1945 to return to the South Pacific. Arrived at Buckner Bay, Okinawa Aug. 12, 1945 and was damaged by an aerial torpedo. Arrived at Bremerton, WA Oct. 24, 1945. Left the ship January 1946 and was discharged at Camp Wallace, TX Feb. 1, 1946.

Graduated from Southern Bible College and from the University of Houston. Now retired and serve on the USS *Pennsylvania* Reunion Committee as committeeman and chaplain.

Now living at Katy, TX with wife Ruby.

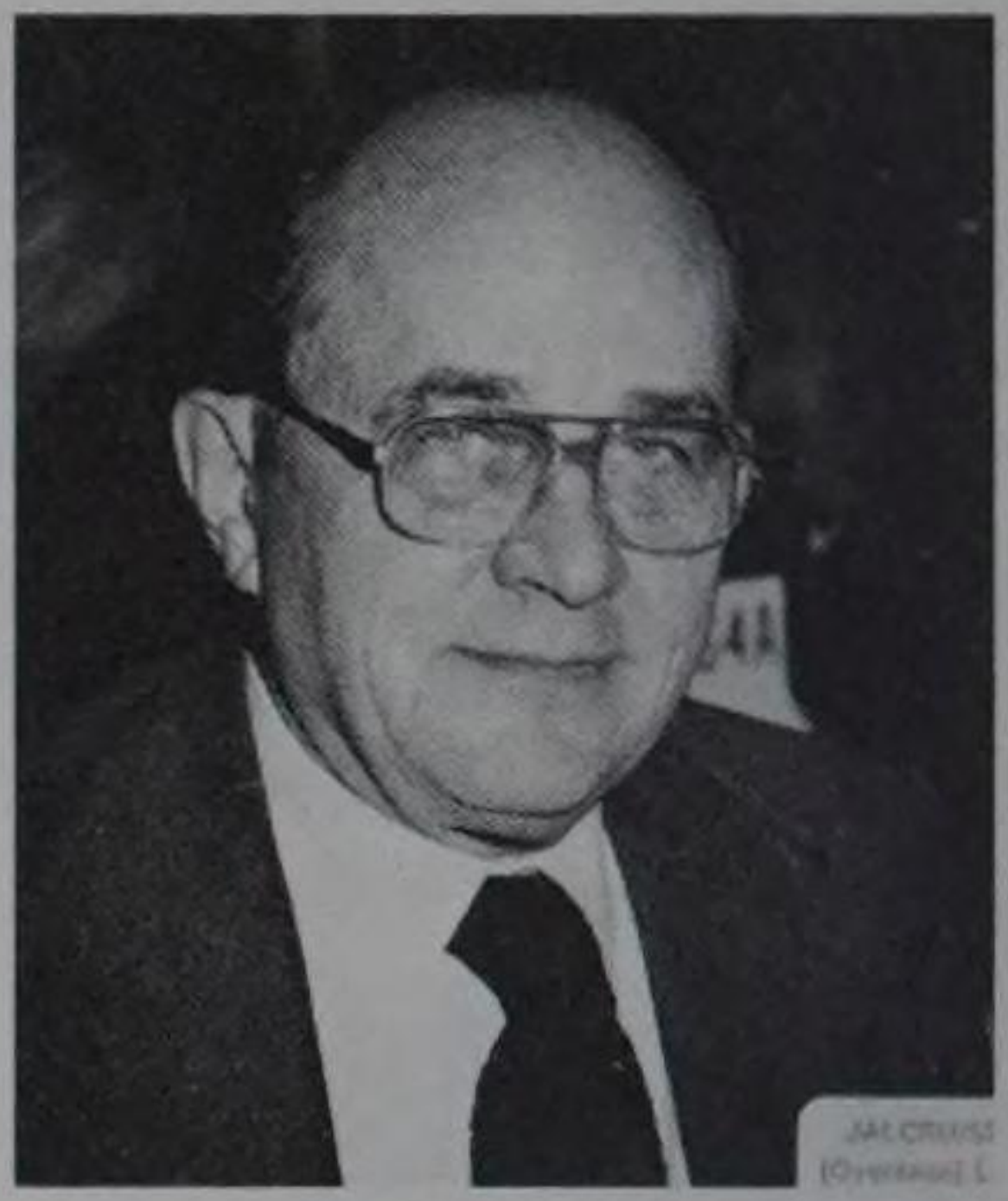
GRANT L. CUSTEAD, Chief Petty Officer, USS *West Virginia*, USS *North Carolina*, USS *Otter*, USS *Medusa*, born March 30, 1914 in Buffalo, NY. Enlisted in Navy April 7, 1931.

He was stationed at Guantanamo Bay, Cuba, Kaneohe, HI, and NAS San Juan, Puerto Rico.

Grant married Sept. 9, 1944 and had one child and two grandchildren. He retired as an electrician for a supermarket chain July 1, 1976. Deceased Dec. 4, 1985.

RAYMOND A. CYMERMAN, USS *Oklahoma* (BB-37), Radioman 2/c, born May 18, 1921 in Buffalo, NY. Graduated from St. Joseph's Collegiate Institute in 1939 and enlisted in the Navy, Feb. 12, 1941. Trained at Newport, RI and radio school in San Diego. Assigned to the USS *Oklahoma* August 1941 and promoted to Seaman 1/c shortly after.

When the *Oklahoma* capsized December 7, was rescued 25 hours later from Radio IV battle station and taken aboard the hospital ship USS *Solace*.



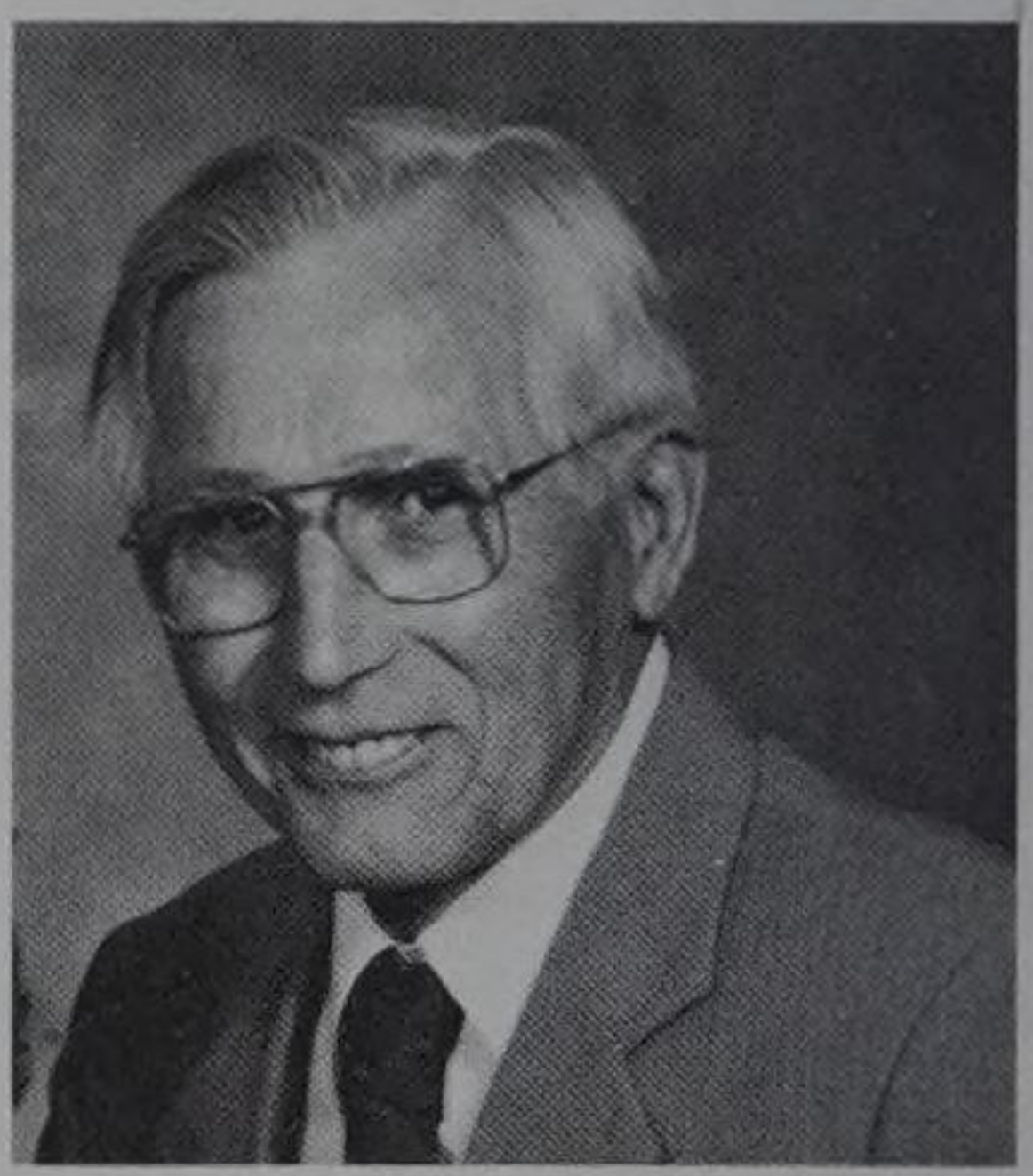
During assignment with Cinpac (USS *Rigel*, USS *West Virginia*), advanced two ratings to Radioman 2/c. The spring of 1943, was selected for officers training under the V-12 program at Indiana State, Terre Haute, IN. Injuries sustained December 7, curtailed this career. Discharged from the Great Lakes Naval Hospital and Veteran's Administration Facility at Beacon, NY on Jan. 23, 1944.

Married in 1945. Completed college at the University of Buffalo in 1949 with a BA degree. Worked for the Treasury Department, Bureau of Customs in Niagara Falls, NY. Retired in 1977. Member of the American Legion, the USS *Oklahoma* Assn. and Pearl Harbor Survivors.

With his wife, Verna, travels extensively and enjoys visiting with their four children and four grandchildren.

JOHN S. CZARNECKI, RM 3/c, USS *Tennessee* (BB-43), born May 7, 1914 in Clearfield, PA.

Entered service Oct. 8, 1942, spent four weeks training at Great Lakes, spent the next six months at University of Wisconsin receiving communications training and physical and naval training. Reported to naval station at San Francisco in April 1943. Assigned to USS *Tennessee* and reported to *Tennessee* where he took marine training. Left Bremerton at the end of May enroute to Aleutian Islands.



Participated in the following operations: Attu, Kiska, Tarawa, Eniwetok, Kwajalein, Saipan, Tinian, Guam, Palau Group (West Caroline Islands), Leyte, Battle of Surigao Straits, Okinawa, Iwo Jima (saw Marines raising flag on Mt. Suribachi), occupation troops to Wakayama, Japan.

Had liberty in Tokyo, Singapore, Columbo (Ceylon) (Sri Lanka), Capetown (South Africa) and entered port at Philadelphia on Dec. 7, 1945. Was discharged in Fort Sampson, NY on Dec. 10, 1945.

Earned the following decorations: American Campaign Medal; Asiatic Pacific Campaign Medal with Silver and Bronze Stars; WWII Victory Medal; Navy Occupation Service Medal, with ASA Clasp, Philippines Liberation Ribbon with Bronze Star; Presidential Unit Citation.

He enjoyed traveling around the world and crossing every ocean.

Married Virginia Disalud. They have three children and four grandchildren.

JAMES P. DAIGRE SR., EM3c, USS *Tennessee* (BB-43), born July 2, 1927 in New Orleans, LA. Attended ten years of school and completed education when he was discharged. Joined the Navy the first time Feb. 2, 1943. Went to San Diego, CA for boot training then assigned aboard the USS *Tennessee* for the duration of the war. Was discharged July 12, 1946.

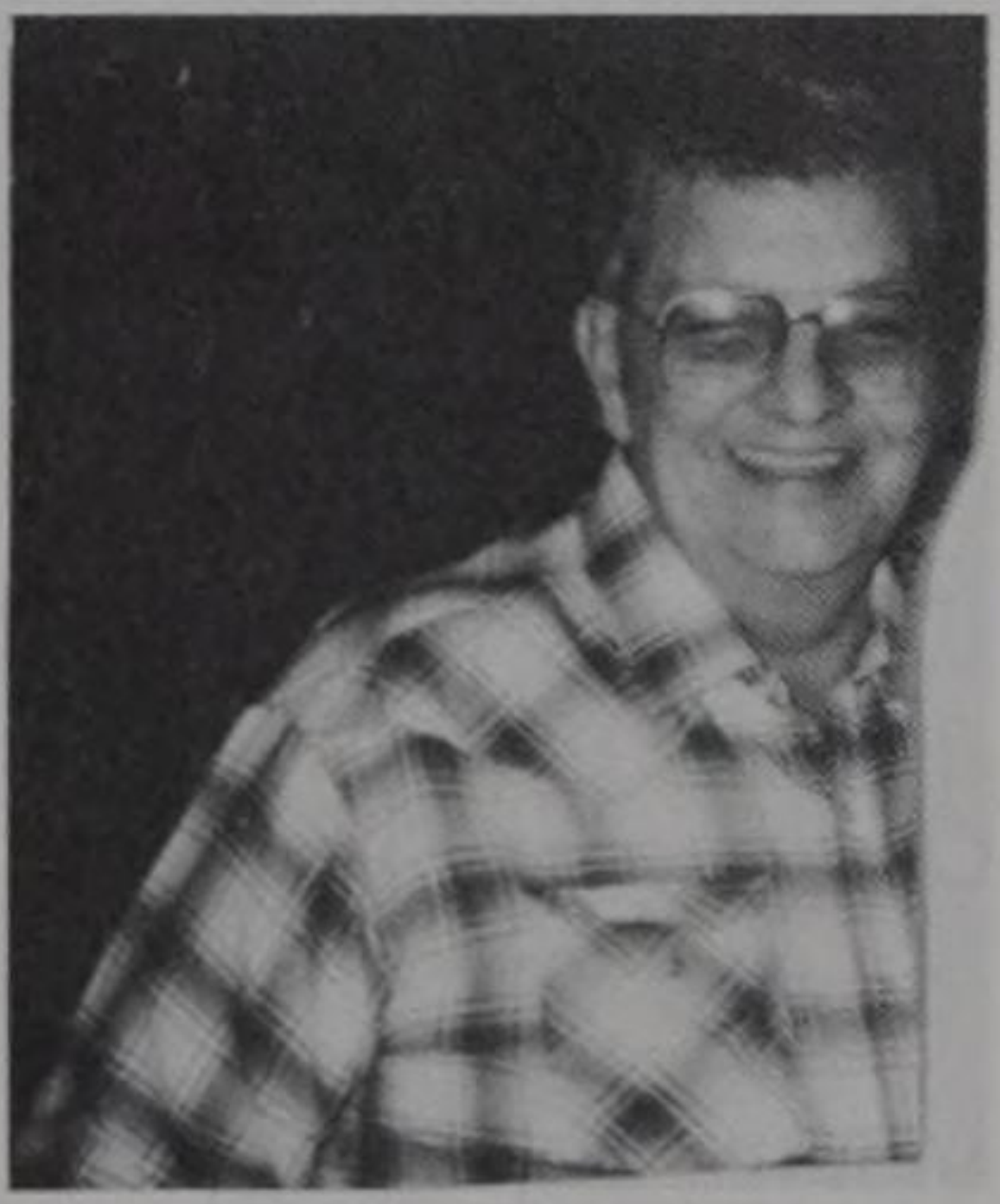
Received the American Campaign Ribbon, Asiatic Pacific Ribbon, Victory Ribbon, Philippines Liberation Ribbon, and Ribbon for Navy Unit Commendation. The *Tennessee* was in 13 major engagements.

Second time he joined the U.S. Navy Reserve, December 1948 in New Orleans, LA, was called to active duty in December 1950. Served four months at the Naval Reserve Center in New Orleans. Was sent overseas and served 12 months in Guam. Was discharged December 1952.

Worked for New Orleans Public Service (Electric Utility Company) for 41-1/2 years. He has been married to Camille for 42-1/2 years. They have six children and ten grandchildren and the 11th is due in a few months. He retired July 1, 1988 and hopes to do some traveling. He likes to fish and loves spending time with his family. He is also looking forward to his first *Tennessee* reunion.

MICHAEL DARUDA, USS *Pennsylvania* (BB-38), SSM, 3/c, inducted into the Navy Sept. 20, 1943. Sent to Great Lakes for boot camp.

After boot training, was sent to Pearl Harbor, assigned to the USS *Pennsylvania*, December 1943, in the 7th Div. Later transferred to the barber shop. Took part in the following combat operations, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake and Okinawa. Was discharged from the Navy after earning seven Battle Stars on March 28, 1946.



Returned to his home in Gates, PA. Went to Alliance College in Cambridge Springs, PA. Married Kathleen Sloan from Big Stone Gap, VA. He has been self-employed as a barber in Waterford, PA for 35 years, where they made their home. Enjoys going to Memphis, TN each year for the USS *Pennsylvania* Ship Reunion.

SAMUEL JOHN DAUGHENBAUGH, USS *Indiana* (BB-58), born Jan. 24, 1920 at Anita, IA. Attended schools in Cass County. Enlisted in Navy, Feb. 4, 1942. After boot training was completed, at the Great Lakes Naval Training Station, went aboard the USS *Indiana* at Newport News, VA in April 1942.

In November the *Indiana* left for the Pacific area, joining the Pacific Fleet in December 1942. The USS *Indiana* was involved in most of the major campaigns in the Pacific until the surrender of the Japanese on Sept. 2, 1945.

The USS *Indiana* anchored in Tokyo Bay a few days before departing for the United States, arriving in San Francisco on Sept. 30, 1945.

Served the entire time on the USS *Indiana*, being discharged at St. Paul, MN on Oct. 23, 1945. Received ten Stars and Good Conduct Medal for serving in the American, Asiatic-Pacific areas.

He entered the farming business in 1946 in the Fontanelle-Greenfield area, retiring in 1986. They still live on the farm and their three children and their spouses and nine grandchildren are living nearby. Enjoys traveling and has attended several USS *Indiana* reunions.

JUSTIN J. DAVID, USS *Maryland* (BB-46), born Pointe Coupe Parish, LA, April 28, 1925. Attended elementary and secondary schools in Louisiana and Mississippi and enlisted in the Navy at Jackson, MS, on Feb. 7, 1943. Went through boot camp at San Diego, CA.

Assigned duty on USS *Maryland* July 1943 and remained on board until injured off Okinawa by kamikaze attack April 7, 1945. Served on *Maryland* as 20 mm gunner in the 6 AL Div.

After hospitalization and discharge Nov. 14, 1945 attended University of Mississippi and graduated June 1952 with LL.B. Almost all of working years spent with the Veterans Administration, from which he retired Sept. 3, 1983. He has three children and his wife, Annette, and he live in Shreveport, LA. He is a trustee of the USS *Maryland* (BB-46) National Veterans Assn.

EDWARD A. DAVIS, USS *Maryland*, born April 14, 1920 in Abita Springs, LA. Attended elementary school in Abita Springs, and high school in Covington, LA. Enlisted in the Navy in 1938 and attended recruit training in Norfolk, VA. Served aboard the following ships and stations, USS *Maryland* 1939-1941; Naval Station Kodiak, AK 1941-1943; promoted to Warrant Carpenter 1943; USS *Agenor* 1943-1944; USS *Proserpine* 1944-1945; USS *Minos* 1945-1947; Officer in Charge of a fire-fighting school Green Cove Springs, FL 1947-1949; USS *Comstock* 1949-1952; Assistant Officer in charge of a fire-fighting school in Charleston, SC 1952-1954; USS *Minotaur* 1954-1955; USS *Rankin* 1955-1957; Officer in charge of a fire-fighting school Green Cove Springs, FL 1957-1959; USS *Skagit* 1959-1960; retired with the rank of Chief Warrant Officer W/4 1960.

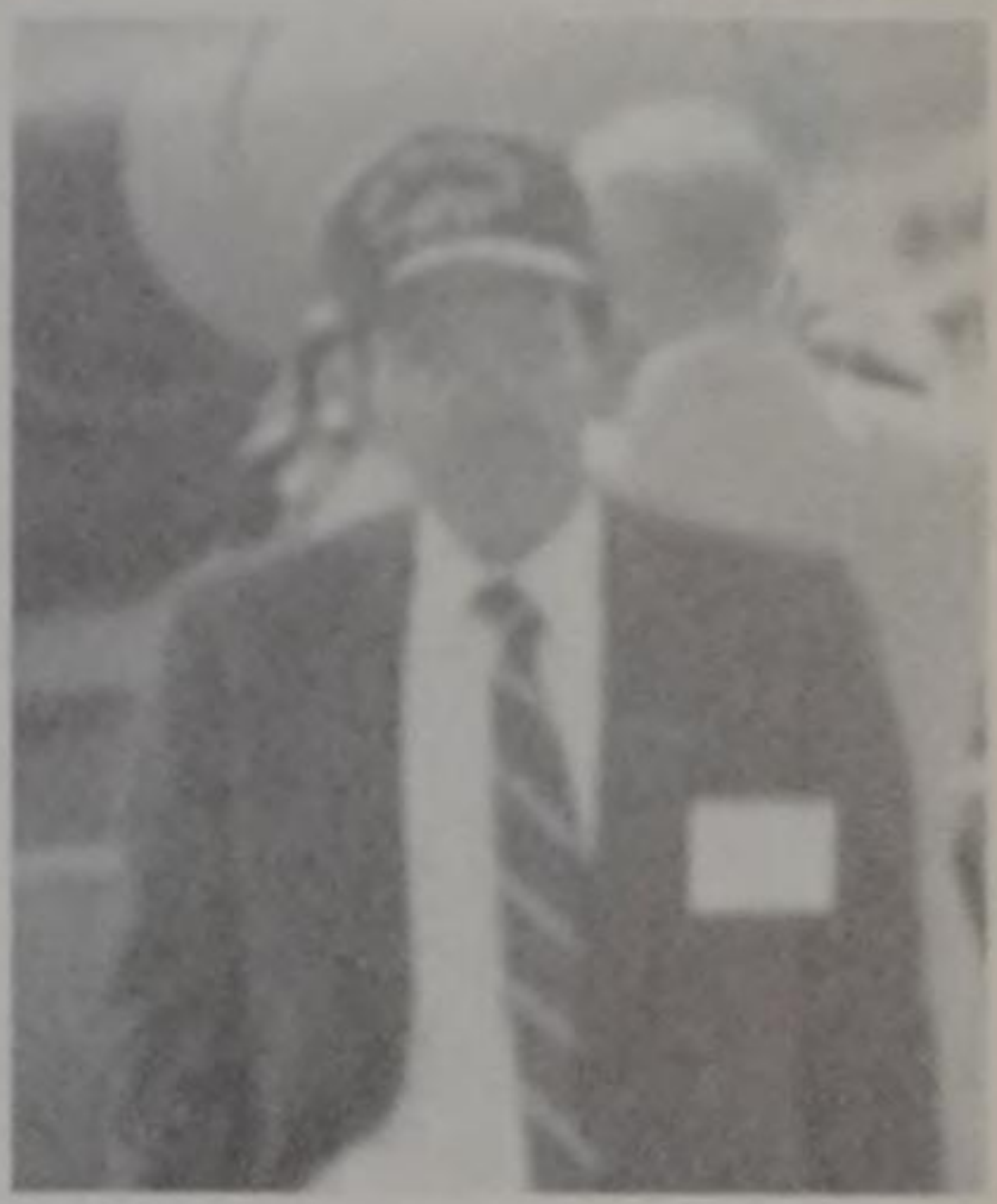
After retiring from the service worked as installation superintendent for Hamilton Manufacturing Company Two Rivers, WI 1960-1963; owner of a golf driving range where he manufactured and repaired golf clubs; held clinics and gave group golf lessons to schools in the area as well as individual golf lessons 1963-1980.

President of the USS *Maryland* (BB-46) National Veterans Assn. 1982-; member of USS *Skagit* National Veterans Assn. and the American Battleship Assn.

GORDON B. DEARBORN, USS *Wisconsin* (BB-64), Water Tender 2/c, born June 18, 1925, Victoria, VA. Attended school in Amherst, VA, and graduated in Lynchburg, VA.

Joined Navy in June, 1942; attended boot training N.O.B., Norfolk, VA. Served 1942-1943 on USS *Salamonie* (AO-26); next USS *New Jersey* (BB-62), 1943-1944; then on to the USS *Wisconsin* (BB-64), 1944-1946 - Plank Owner.

Joined the reserves in 1946 and was called to active duty again, November 1950-April 1953; served on USS *Mississippi*, EAG-128.



Battle Stars of the *Wisconsin*: first - Leyte - Dec. 14-16, 1944; second - Luzon - Jan. 6-7, 1945; third - Iwo Jima-Conquest, Feb. 15-March 4, 1945; fourth - Okinawa-Conquest, March 17-May 10, May 28-June 11; fifth - Battle Star - Final Attack before Japanese surrender, July 10-Sept. 2, 1945. Campaign Ribbons: American Theatre, European Theatre, Pacific Theatre. Five Stars: Philippines Liberation - two Stars, Good Conduct, Victory, WWII.

Retired from General Motors as a Sales Representative.

Interesting battle story and this is the one that shook him up most: The USS *Wisconsin* with other ships in the East China Sea were in pursuit of Japanese Battle Ship "Yamato". In flank speed overload nozzles are required. No. 1 and No. 2 opened correctly and to his misfortune No. 3 froze closed causing a black smoke screen out of stack. It really upset him, but was not his fault. Japanese reconnaissance planes spotted smoke and alerted Battle Ship "Yamato" which changed course and they never found her.

Attended the re-commission of the USS *Wisconsin* (BB-64) Oct. 22, 1988, in Pascagoula, MS, which was a most exciting ceremony; seeing the changes to the big ship.

COMA G. DEAS, Lt., USS *Alabama* (BB-60), USS *Willett* (DE-354), born Feb. 3, 1916 in Coffeeville, AL. Received a BS degree from Auburn University. Enlisted in Navy November 1941. Discharged November 1945.

He married Marion Waldner Oct. 19, 1944. They have two children and three grandchildren. He retired March 1, 1981 from the Federal Land Bank of N.O.

ANTHONY V. DECOITO, USS *Tennessee* (BB-43), P.F.C., USMC, born March 26, 1924 in Susanville, CA, where he attended grade school. Attended high school in Ft. Bidwell and Cedarville, CA. Enlisted in the Marines Oct. 11, 1941. Completed boot camp and Sea School in San Diego, CA. Transferred to USS *Tennessee* in March of 1942 in San Francisco, CA. First trip was to the Coral Sea, then to Bremerton, WA for complete remodeling. First trip from there was to the Aleutian Islands where they shelled Kiska. From there to the Gilbert Islands and Tarawa.

While in Bremerton, Tennessee Marines and Nevada Marines marched in the Victory Loan Parade in Victoria, Canada. Also was Guard of Honor for President Roosevelt at the Bremerton Navy Yard.

While at sea, the *Tennessee* was featured in the Dec. 6, 1942 issue of Life Magazine on page 16 with a burial at sea.

His first battle station on board ship was 50 caliber crows nest, port crane and five inch 51 case mate rifle. After remodeling, battle station was 40 mm quad starboard quarter deck. His ship duties were orderly for Capt. Haggert and Executive Commander Cutler. After serving 20 months on the *Tennessee* he was transferred to 5th Marines 1st Div. and from there to 11th Anti-Aircraft Bn., 3rd Amphibian, 6th Div.

Was discharged Oct. 24, 1945 in Klamath Falls, OR after serving four years, 13 days and two hours.

He has lived in Redding, CA since 1951. Has three children and nine grandchildren.

Have very fond memories of BB-43 and shipmates, and has very high respect for them.

GORDON J. DECORSEY, USS *New Jersey* (BB-62), Bos'n Mate 2/c, born July 3, 1924, St. Paul, MN. Joined the Navy July 8, 1941, went through boot camp at the Great Lakes Naval Training Station. Was then assigned to the USS *Savannah* and convoy duty in the North Atlantic. After supporting troop landings at Oran, in the North Africa campaign was transferred to and took part in the commissioning of the USS *New Jersey*, May 23, 1943.

USS NEW JERSEY
BB 62

After some good Philadelphia liberty and a shakedown the *New Jersey* participated in nearly all major campaigns in the Pacific starting Jan. 29, 1944, in support of air strikes at Kwajalein and ending with the dropping of the anchor at Yokosuka Naval Base (the heart of Japan) Sept. 16, 1945.

He was discharged Oct. 15, 1945, Minneapolis, MN. Went to work for the Dept. of Defense, U.S. Air Force Base, Minneapolis, MN. Later transferring to the Naval Weapons Station, Seal Beach, CA where he retired July 1986. He is now living in Sacramento, CA with his wife, who served with the U.S. Marine Corps, Hunter Collage, NY, 1942-43. They have one grandson, two sons. One son has just retired from the U.S. Air Force.

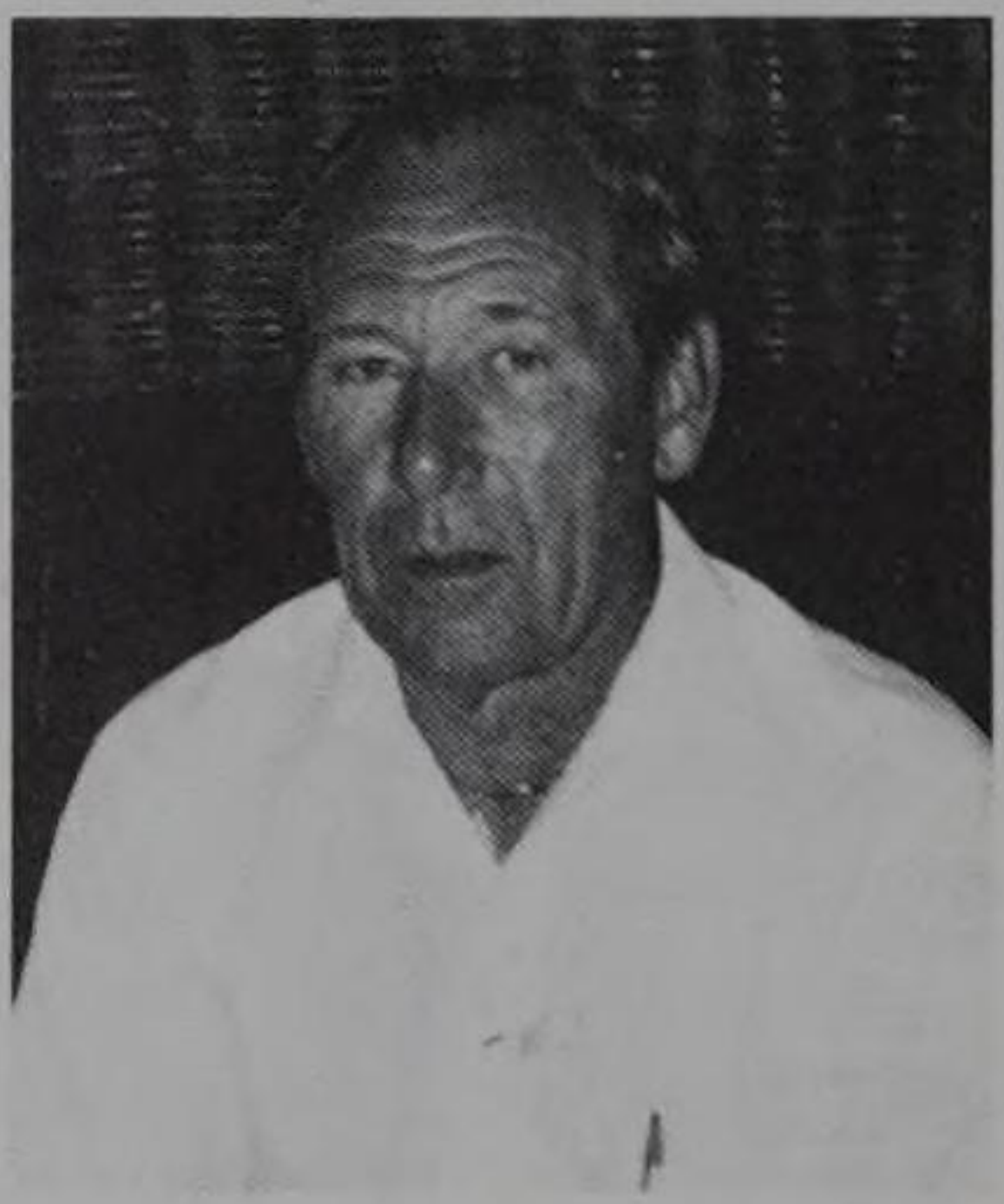
LOUIS DELLARIPA, USS *Missouri*, SF/2c, enlisted in the USN in 1944, did not want to get drafted into the Army. Was an amateur boxer for six years, from 1929-1935 and a professional boxer for five years 1936-1940 for a total of 217 bouts. When he was assigned to the USS *Missouri* he was appointed Boxing Coach.

When the war ended and they headed for the States they stopped off at Norfolk, VA and he called his wife and told her to meet him in New York and bring their little girl, who he had not seen for over 18 months. When they arrived in New York all leaves and liberties were cancelled because President Harry Truman was coming aboard. He saw his CO and told him his problem and he managed to get off the ship to see his wife and baby.

After his discharge, he went back to work as a Sheet Metal Worker and became involved in Training Apprentices for over 20 years and was later elected as Business Agent for nine years. He retired in 1985 at age 71, he has enjoyed retirement ever since. He is also one of the founders of the USS *Missouri* Assn. and acted as the Financial Secretary for the first three years. He will be celebrating his 54th wedding anniversary this year.

ALBERT R. DELORME, B/M 2/c, USS *Pennsylvania* (BB-38), joined Navy September 1942 and assigned to USNTS, Great Lakes, IL for boot training (six weeks). After boot training was sent to Treasure Island, San Francisco, CA on Nov. 28, 1942, was assigned to USS *Pennsylvania.*

While aboard the "Pennsy", took part in following combat operations: Attu, Kiska, Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Engagement, Lingayen Gulf, Wake and Okinawa.



When returning from Guam, on Oct. 4, 1945 with 1045 passengers and 2198 crew members, they were heading for "The Promised Land", Bremerton, WA arriving Oct. 24, 1945. After earning nine Battle Stars and the Navy Unit Commendation, left the "Pennsy" on Nov. 28, 1945 (three years from assignment), and was discharged on Dec. 12, 1945 from NAS Lido Beach, NY and returned to his home in Rhode Island.

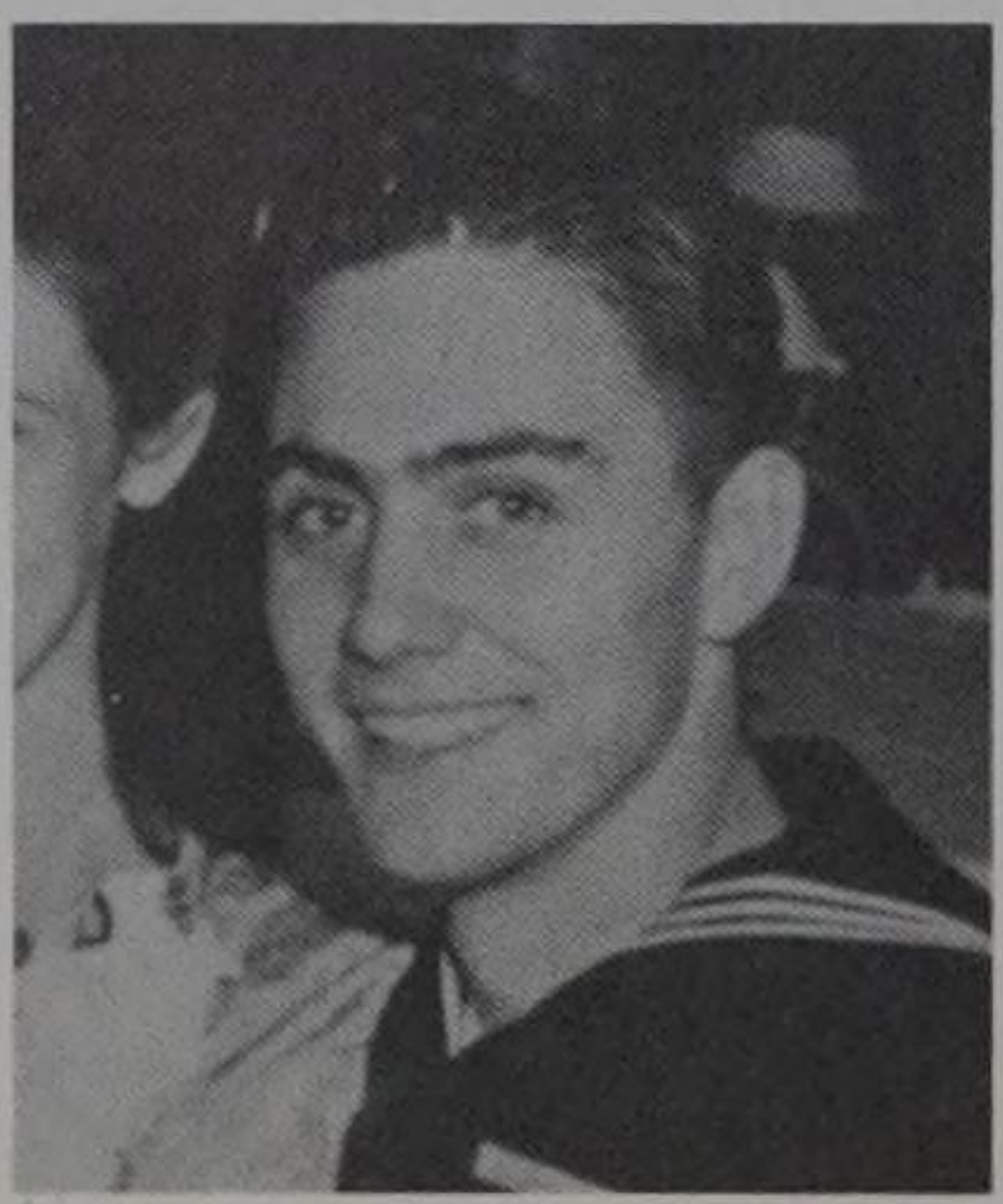
After discharged from service, his father, brother and he, started a small machine shop, and has been working in machine shops in Quality Control of manufacturing items from radar systems to rocket boosters for NAS and Air Force.

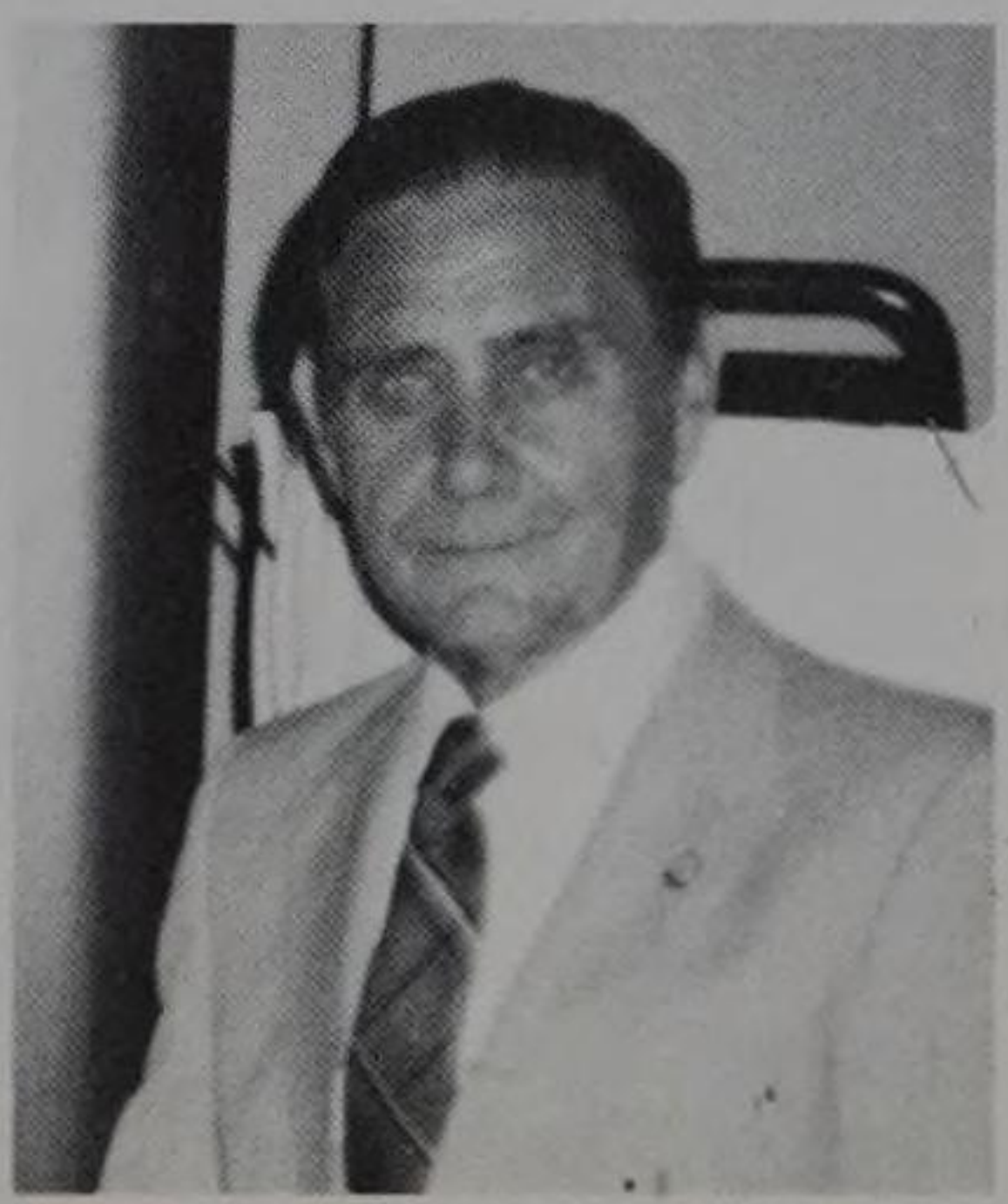
Was married in 1947 and has two children, five grandchildren and one great-grandchild.

JESS DENNIS, SF 3/c and diver, USS *Pennsylvania* (BB-38). Inducted into Armed Forces June 30, 1943. Assigned to Navy July 7, 1943 and sent to USNTS Great Lakes, IL for boot training (six weeks). After boot training was sent to NAV Personal Distribution at Pleasanton, CA and Sept. 26, 1943 assigned duty on the USS *Pennsylvania* where he spent the balance of time in the Navy.

While stationed aboard the flagship *Pennsylvania* took part in the following combat operations: Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake and Okinawa.

When *Pennsylvania* arrived at Bremerton, WA Oct. 24, 1945, after earning eight Battle Stars and the Navy Unit Commendation, he left for discharge from the Navy. He was discharged at NAS Millington, TN Dec. 9, 1945 and returned to his home in Memphis.

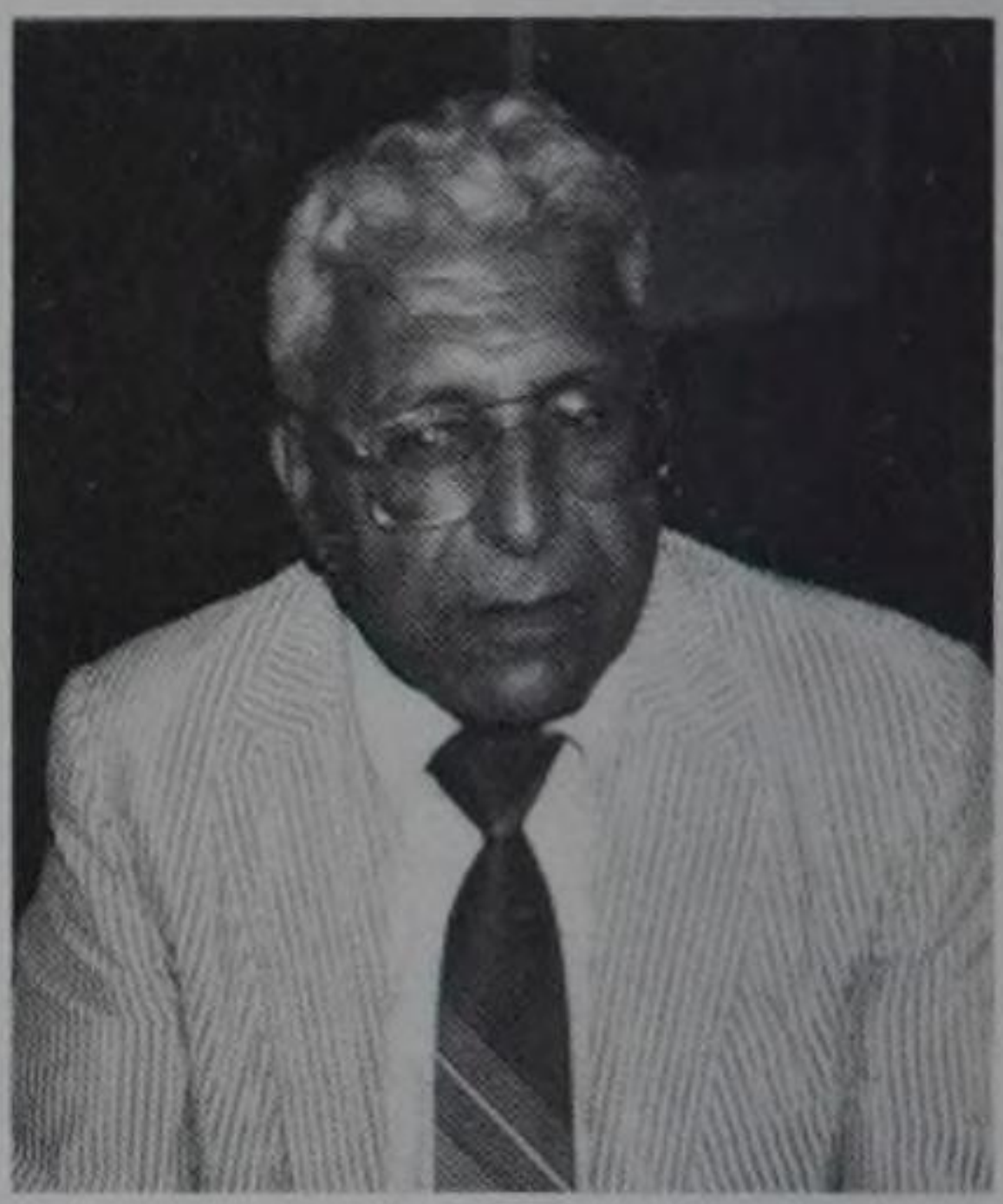




He is retired from his own business of 40 years in the automotive industry. Most of his time now is spent working on ship's reunion, the Navy Memorial and related matters.

LOUIS M. DERANEY, USS *New Jersey* (BB-62), USS *Wisconsin* (BB-64), born July 30, 1917 Boston, MA. Attended public schools and Colby College prior to enlistment into U.S. Navy in 1943. Did recruit training at USNTC Sampson, NY. Entered SK School upon completion of boot camp.

Served aboard the following ships and stations: Restricted Publications Issuing Office, Navy Barracks, Washington, D.C. and RPIO Manus Island of the Admiralty Group in the South Pacific in winter of 1944-1945. In spring of 1945 became rated SK 3/c and assigned to Subic Bay, Olongapo, P.I. remaining there until the cessations of hostilities.



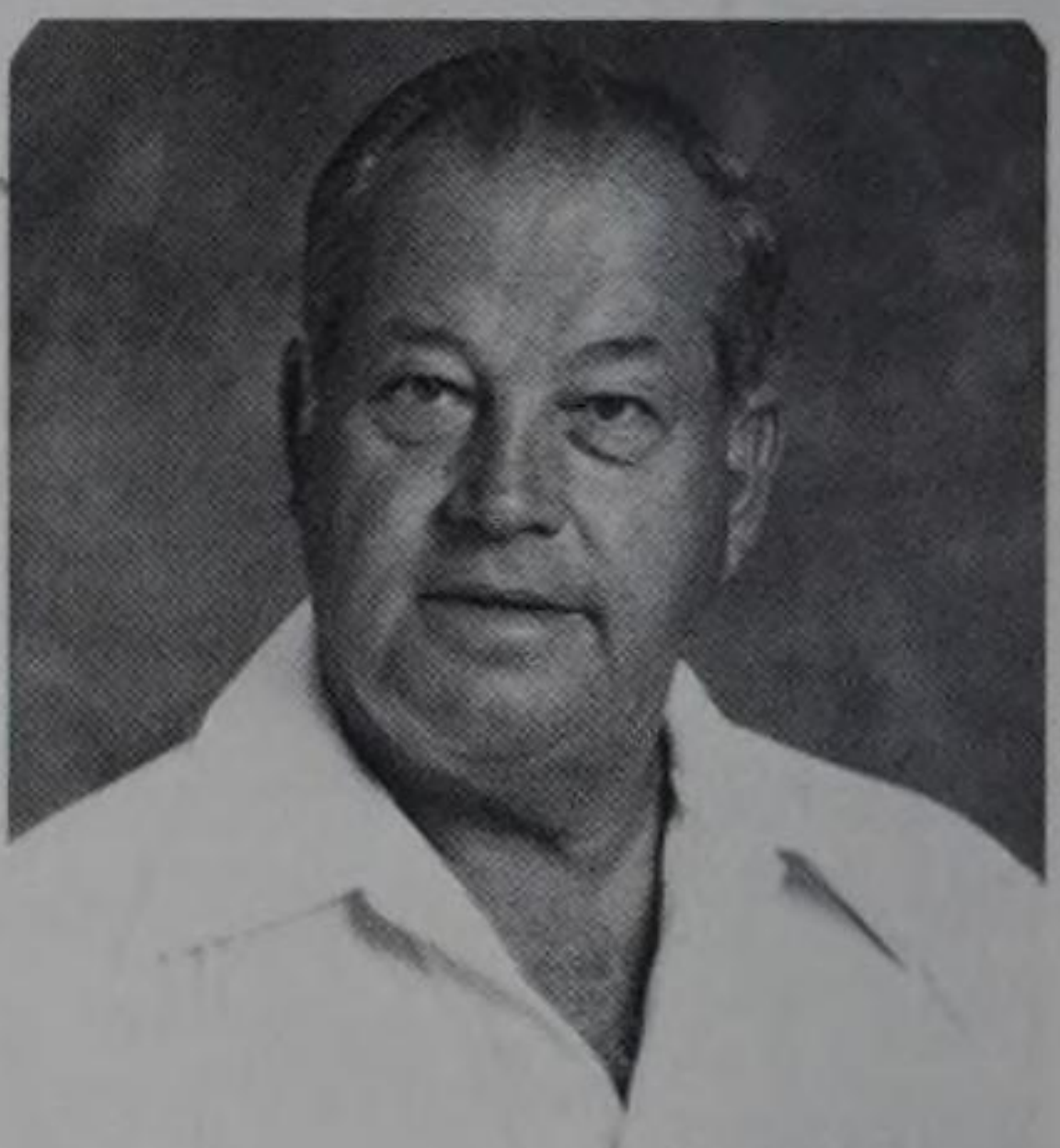
Returned to Boston for discharge in summer 1946. That fall entered Boston College Law School. In spring of 1947 was recalled into active service and did duty aboard the following ships: USS *Wisconsin*, USS *New Jersey*, USS *Gilbert Islands* and USS *Cassim Young* (1947-1954).

Completed USNR training duty in 1956: from 1950-1954 taught in the Boston and Raymond, NH Public Schools. From 1954-1986 became a U.S. Government Realty Specialist employed by the U.S. Army Corps of Engineers, U.S. Dept. of the Interior and the General Services Administration retiring from the government service in 1986.

He is now back to teaching in the Westwood, Dedham, Boston Public Schools. His son, Fred and daughter, Jean, are active Navy Personnel, stationed in Mayport, FL and Okinawa respectively.

Campaign ribbons and medals: American Theatre of War, WWII Victory Medal, Philippines Liberation Medal, Asiatic-Pacific Theatre Medal. Past Commander Nicholas G. Beram Veterans Assn.

CARL MERTON DERINE, Signalman 3/c, USS *Indiana* (BB-58), born Oct. 7, 1924 in Gerry, NY. Graduate of Jamestown, NY public schools and Syracuse University, New York.



Enlisted in USMR Oct. 28, 1942. Went to boot camp at Greenbay Great Lakes, IL. Went aboard the USS *Indiana* at Casco Bay Portland, ME December 1942.

While on the *Indiana*, went through the Panama Canal and also crossed equator several times. First island was Tongataber, operated out of New Caledonia for nine months. Participated in engagements of Solomon Islands, Gilberts, Marshalls, etc. Battles until Tokyo Bay. Crossed International Date Line numerous times.

Transferred to States, finally got a 30 day leave. Went to Signal School at Treasure Island, CA before being re-assigned to the *Douglas H. Fox* (DD-779), Bremerton, WA, at its commission.

He is a plank owner and for a while had commission pennant. He obtained the rate of Signalman 3/c.

The "Fox" was sent to pickett duty between Okinawa and Japan where a kamikaze plane hit #2 turret, exploding, blew it off and exploded all the ammunition in #1 and #2 turrets. The "Fox" was near sinking when two tugs showed up and kept it afloat until they could limp into Okinawa. Was assigned temporary duty to a repair ship full of aviation gas. Stayed there two weeks. Returned to the "Fox" and returned to Hawaii. From there went to the States, Bethelem Steel in San Francisco, for major repairs. Did main gate guard duty there until discharge at Sampson Navy Base Geneva, NY on Sept. 30, 1945.

In July 1945, on second leave of WWII, returned to Jamestown, NY and married Joyce Ogren. They have four children. Their oldest daughter, Louise, served in the Air Force for four years. Their son Carl, Jr. has been in the USN for 16 years and is currently the Chief Yeoman on the USS *Spartanburg County* (LST-1192). Their second daughter Susan served in the Air Force.

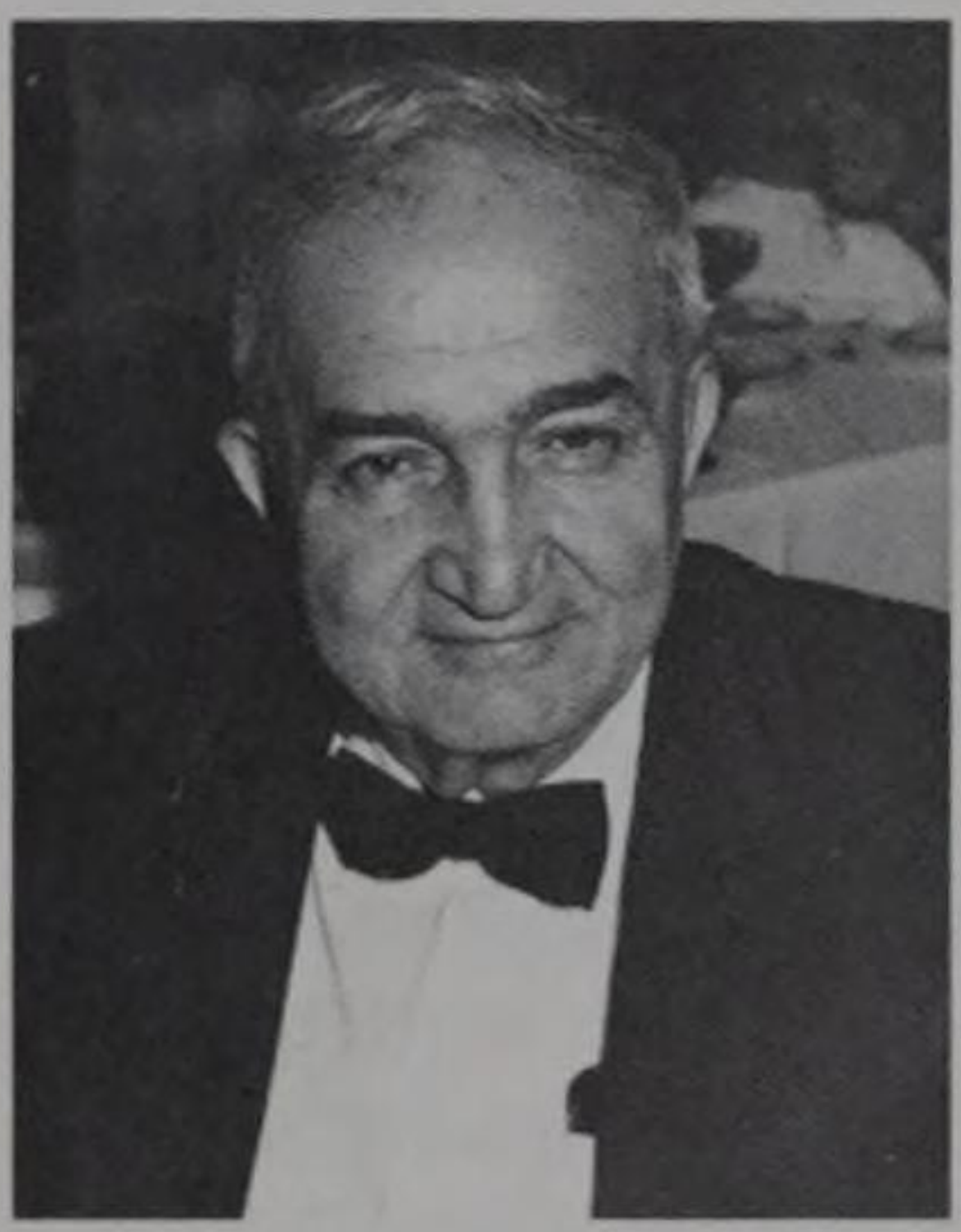
He retired January 1981 from the Jamestown Board of Public Utilities where he worked in the control room of the water and light department for 26 years. He was a constable for the town of Ellicott of Chautaugua Co., NY for 18 years.

Moved to Las Vegas, NV where he worked as a security person for Clark High School. Retired again June 1987.

They have had several camping vehicles and now have a mini motor home and try to travel five months of the year.

ANGELO DESCISCIOLO, USS *Indiana* (BB-58) WWII, USS *Wisconsin* (BB-64) Korean War, born Nov. 4, 1919 in Norwich, CT. Raised locally and attended school through 12th grade.

Enlisted in USN Aug. 6, 1940. Received six weeks boot training at Newport, RI. Transferred to destroyer base in San Diego. Attached to USS *Craven* (DD-382). His first working party detail was to scrape the bottom of the USS *Ward* (the four stacker), which was being put into commission.



Remained aboard USS *Craven* for one year. Transferred to Pearl Harbor aboard the USS *Whitney* (AD-4), was on board during attack December 1941. Transferred in March 1942 to the U.S. pre-commissioning crew for the USS *Indiana* (BB-58) in Newport News, VA. After commission and shake down, left for Pearl Harbor via Panama Canal. Then to New Caledonia. Operated aboard USS *Washington* (BB-56) in the South Pacific then returned to Pearl Harbor in August 1943. Prior to raid on the Marcus and Gilbert Islands, was transferred to Advance Fire Control School in Washington, D.C. for seven months. Transferred to USS *Astoria* (CL-90) March 1944 as a Fire Controlman 2/c Painter in Sky-One. Was in on the first five kamikaze kills credited to the ship. While aboard USS *Astoria*, took part in third fleet raids over Tokyo, Kyushi, Iwo Jima, Philippines, Okinawa, etc. Left the *Astoria* off Okinawa. Returned to G.C. School until war's end. Transferred to USS *O'Hane* (DD-889) in Texas. Left ship at New London, CT. Was discharged, 12 miles away from home, November 1945.

Recalled to Navy June 1950, while in college, for the Korean War. Deferred until June 13, 1951. Reported to 3rd Naval District New York. Attached to USS *Wisconsin* (BB-64). Served during the winter of 1951-1952 (four months on the battle lines). Discharged September 1952.

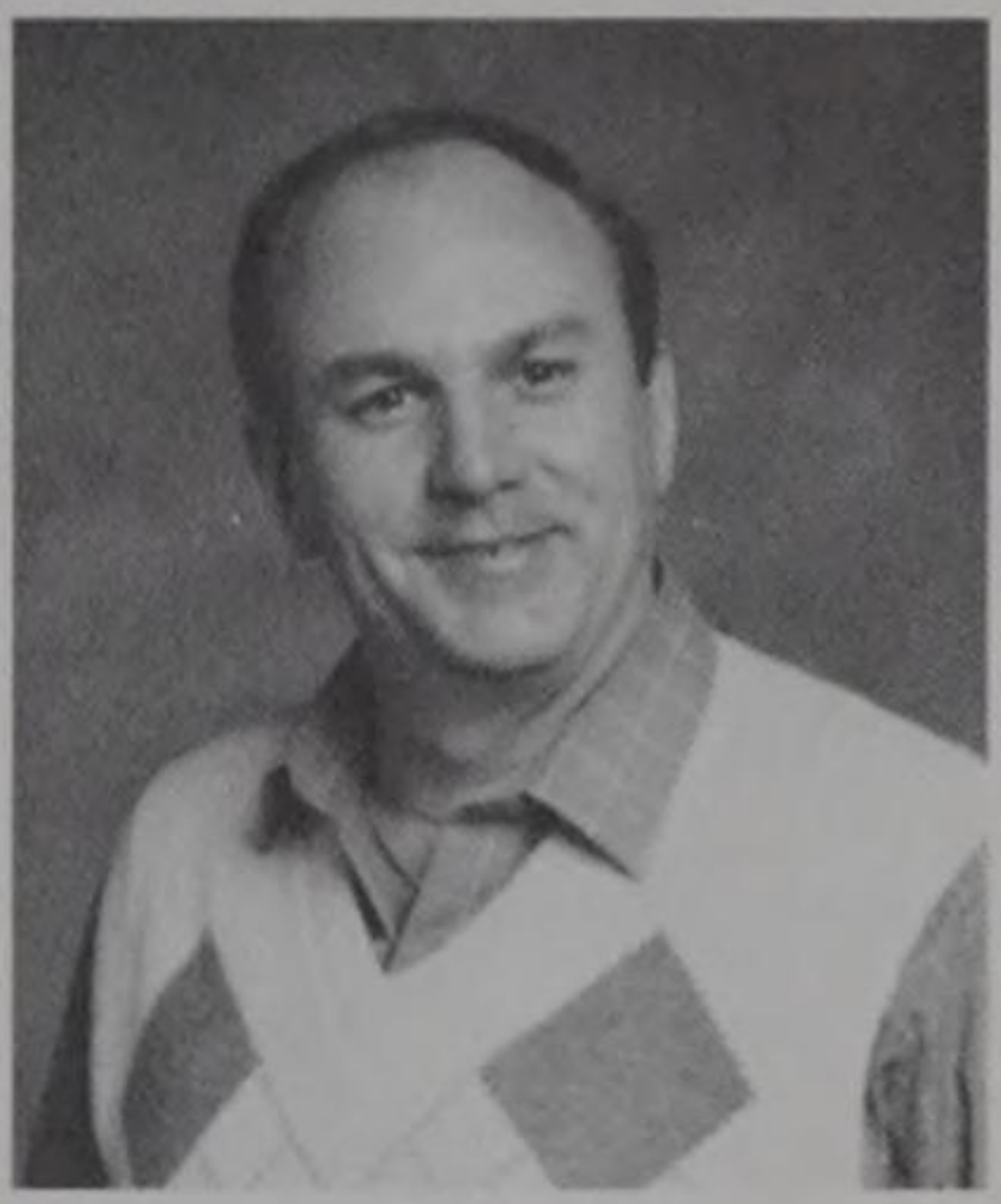
He earned seven Battle Stars in WWII and three for the Korean Conflict.

Returned to college and graduated in 1957 from the University of Connecticut as Physical Therapist. Married a medical doctor and has four children.

He has been retired for quite a while and keeps busy with amateur radios and reunions of the ships USS *Indiana, Wisconsin* and *Astoria*.

FRANK DIETL JR., ET3, USS *New Jersey* (BB-62), USS *Arneb* (AKA-56), USS *Donner* (LSD-20), born March 1, 1937. Wife, Marilyn Clemencia (former VanGelder) married for 32 years, March 30, 1957. Children: Deborah, 31; Judy, 30; Robert, 28; Dawnmarie, 26, and Kim, 23.

Entered the U.S. Navy July 19, 1955 at the age of 18 years and was discharged July 10, 1959. Assigned to the OE Div. (Electronic Technicians), as an ET3, Electronic Technician third class, duties were to repair and maintain in working order ship-board electronic equipment. Served aboard the USS *New Jersey* (BB-62) from early 1956 to her decommissioning in Bayonne, NJ early autumn of 1957. Was assigned then to two other ships, USS *Arneb* (AKA-56) and USS *Donner* (LSD-20). On board the USS *Arneb*, took part in the 1957-1958 National Geographical Year (IGY) "Operation Deepfreeze II" that was supporting Antarctic expeditions.



Received the Antarctica Service Expedition and Good Conduct Medals. Attained; Blue Nose (Arctic Circle); Ancient Order of the Deep Shellback (Equator), and International Dateline Crossing Certificates.

After being discharged in 1959, resided in Terryville, L.I., NY. Worked in various defense companies, first as an Electronic Technician and then as a Technical Writer. Moved to Burlington, VT in 1971 to open a Carvel Ice Cream Store business, which they owned for ten years. In 1979, decided to free lance at Technical Writing again, so took a job at General Dynamics, Fort Worth, TX where he is still writing manuals and documents for F-16, F-111 aircraft programs.

Memberships: American Battleship Assn. (ABA) Life, USS *New Jersey* Veterans Assn., USS *New Jersey* Historical Preservation Society, Scoutmaster Boy Scouts of America (nine years) and Suffolk County Auxiliary Police Department (five years).

RONALD H. DIGRAZIA, USS *Wisconsin* (BB-64), HM3, enlisted Feb. 12, 1954. Basic training and Hospital Corps School at Great Lakes, IL. Worked as a corpsman at Great Lakes Hospital and Naval Research Unit #4. Reported to USS *Wisconsin* at Norfolk November 1956. Took a shakedown cruise to Guantanamo, Cuba after *Wisconsin* ran aground at Hampton Roads, VA. Cruised to Spain, Italy, Gibraltar, Chile, through the Panama Canal, and across the equator to become Shellbacks. An Asian Flu epidemic aboard ship had over 60% of the crew sick.

In 1957, problems in Lebanon put them on alert and as a corpsman, he was ready to join a Marine Battalion. After the conflict, returned to Norfolk and received word the *Wisconsin* was to be decommissioned in Bayonne, NJ. *Navy Log* (TV Show) televised the proceedings. Honorably discharged November 1957.

Currently store manager for Phar-Mor, Palatine, IL. Married 26 years and Glen Ellyn, IL residents; have two daughters and one grandson.

ALBERT WILSON DILWORTH, USMC (BB-36) born Jan. 11, 1915 in Baltimore, MD. Enlisted in Marine Corps July 1933. Served on USS *Nevada* 1933-1935. Made trips to Guam and China via the USS *Chelmont* and USS *Henderson*. Served four years in the South Pacific in WWII and one year in North China after WWII.

Received the Good Conduct Medal (five awards), American Campaign Medal, China Service Medal, National Defense Medal, Presidential Unit Citation Ribbon, and WWII Victory Medal.

From the National Government of Republic of China he received the "Breast Order of the Cloud and Banner." Served in parts of First, Fourth, and Sixth Marine Divs.

Was the first senior NCO to raise the American Flag over the American Embassy on American Sail in Copenhagen Denmark in 1954. Retired in August 1954 with the rank of Master Sergeant. After 21 years of continuous service and nine years in the Fleet Reserve was credited with 30 years of USMC service and permanently retired.

After retirement from USMC, was employed with the state of Maryland - Dept. of Correction and retired from there in 1978.

Married on Dec. 25, 1942 and has one daughter, Joyce.

ANTHONY X. DIPERSIA, USS *New Jersey* (BB-62), Radarman 2nd Class, born March 12, 1923 in Worcester, MA. Completed high school. Joined the USN in November 1942, completed 13 weeks of "boot camp" at Sampson, NY. Was assigned to USS *New Jersey* at Philadelphia, and is a plank owner. Joined the 3rd Fleet under Adm. "Bull" Halsey's command as their flagship. The USS *New Jersey* was engaged in every major battle from Wake Island to Japan.

Received the Good Conduct Medal, Asiatic Pacific Campaign Medal, Philippines Liberation Ribbon, WWII Victory Medal, U.S. Navy Obedience Ribbon, Japan Occupation Service Medal. Was discharged from Lido Beach, NY Jan. 11, 1946.

Married in 1947 and is the proud father of three girls and one boy and has seven grandchildren. Worked at various jobs before starting to work for Massachusetts Electric in 1956, and retired in 1978 on a disability as legally blind.

Enjoys traveling with his wife, visiting his family and keeping in touch with his Navy buddy, John Taylor of the "K" Div.

ARTHUR G. DIXON, Seaman 1/c, USS *Missouri* (BB-63), born Oct. 7, 1925 in Wells, ME. Enlisted in Navy June 1943.

Arthur's memorable experience is being witness to the unconditional surrender of Japan.

He was discharged October 1945.

He married Edith Harris March 3, 1946. They have two children and two grandchildren. He retired from electrical utility service Oct. 7, 1987 after 39 years.

FRANK A. DOBSON, SKC, USS *Arkansas*, USS *Missouri*, USS *Williamsburg*, born May 1, 1922 at Primrose, NE. Enlisted in Navy Aug. 12, 1941.

Frank's most memorable experience is meeting the President and seeing his yacht.

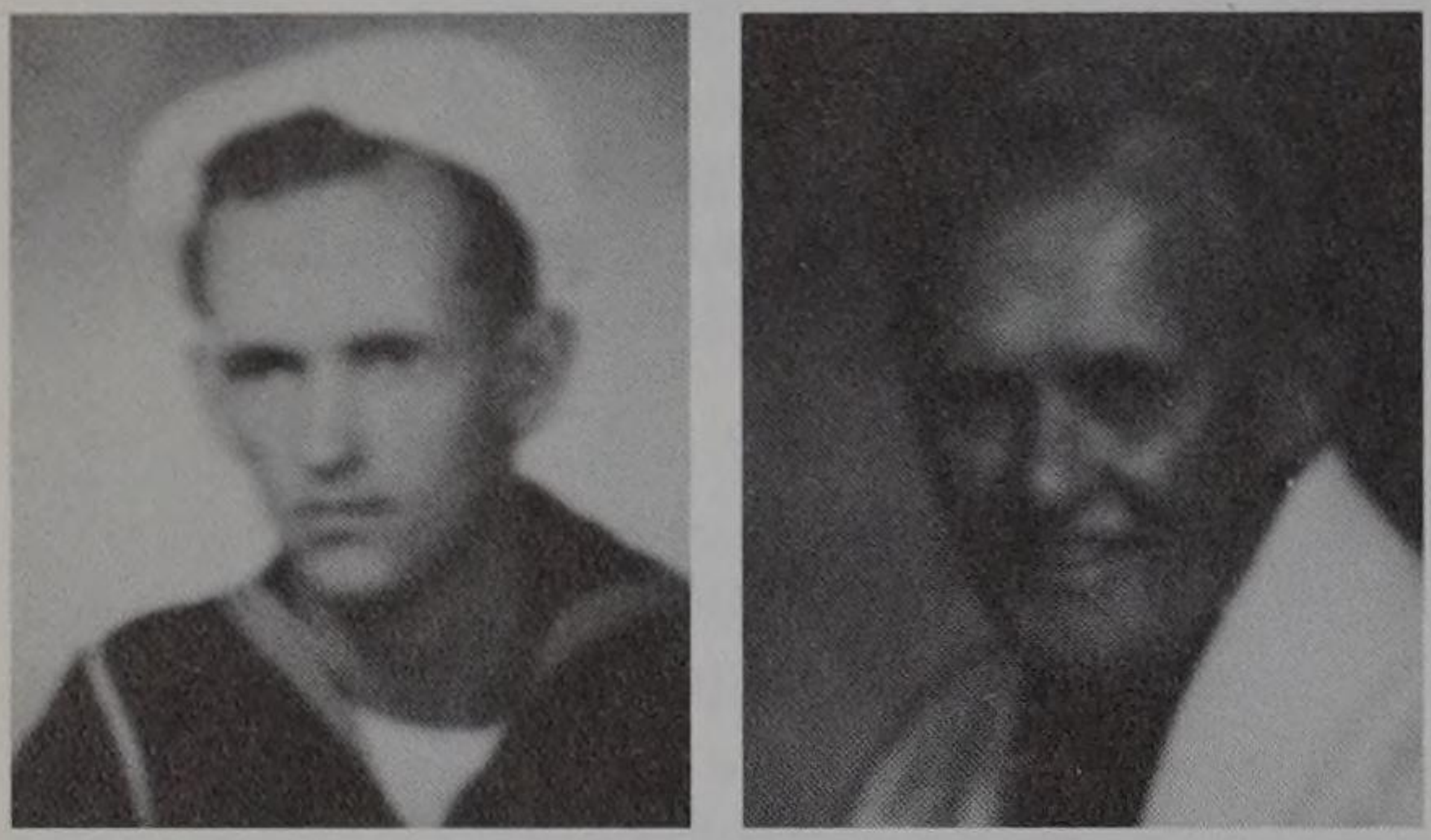
He was discharged May 22, 1964.

He is married and has two children and three grandchildren. He retired as a utility worker May 1, 1987.

GEORGE M. DODDS, USS *Wisconsin*, born Oct. 25, 1918 Kittanming, PA.

Inducted into Navy April 24, 1944. Took boot training Camp Peary, VA. Following training went to R.S. New York City and boarded troop ship for Hawaii.

There he was assigned to R. Div. aboard the *Wisconsin*. Departed Hawaii for Ulithi to join Adm. Halsey's 3rd Fleet.



The *Wisconsin* was awarded five Stars for combat in the Pacific Theatre - Leyte, Luzon, Formosa, South China Sea, Iwo Jima Okinawa, Hong Kong, Indo China, and the mainland of Japan. Also awarded the Philippines Liberation Ribbon with one Star.

After signing of the surrender papers, the *Wisconsin* returned to Hawaii and steamed from there to San Francisco where he boarded a train for Sampson, NY.

Discharged Oct. 23, 1945. He returned to his home and family.

He is retired after 45 years in the automobile industry. His wife and he now reside in Myrtle Beach, SC.

LEONARD R. DOLAN, Elec. Mate 2/c, USS *Wisconsin* (BB-64), USS *Missouri* (BB-63), born June 21, 1930 in Cranford, NJ. Enlisted in Navy June 21, 1947.

His memorable experiences are when the USS *Missouri* ran aground in Chesapeake Bay and when the USS *Wisconsin* was hit in Korea.

He married Nov. 11, 1954 and has five children and three grandchildren. He retired as Fire Chief May 1, 1989.

EDWARD DONATELLI, USS *Montour*, USS *Zeilin*, USS *Missouri*, born Sept. 4, 1926 in Clifton, NJ. Attended Seton Hall University in South Orange, NJ and moved to Florida in 1974.

Entered the U.S. Navy in November 1943. Attended boot camp in Geneva, NY and radio operator school at Bainbridge, MD. Took amphibious training in San Diego, CA. Served in the South Pacific aboard the USS *Montour* and USS *Zeilin*. Served on USS *Missouri* in the Atlantic Theatre.

Had an interesting occurrence on a goodwill trip to Istanbul in April 1946. Goodwill trip was to return the remains of Turkish Ambassador who died in the U.S. in 1944. USS *Missouri* made stops at Gibraltar, Morocco, Naples, Athens and Istanbul. While anchored in the Bay of Naples, was one of five sailors selected to greet the Prince of Italy and his staff. Did not know he was being selected and appeared on deck without wearing socks. While standing in the welcome line with all the top brass, became very concerned, (with the wind blowing), about being seen without wearing socks. As a P.S. to the story, when interviewed by the United Press (which was on board) Ed mentioned that the Prince spoke impeccable English. The reporter later quoted Ed, in the press, as stating that the Prince spoke pretty good Italian.

Ed Donatelli is Vice President of Caribbean Franchise Co. and is married to his childhood sweetheart Grace. They have one daughter Lisa, married to Capt. Jerry L. Leslie a pilot in the U.S. Marine Corps.

CLARENCE E. DONEY, USS *Maryland* (BB-46), Fire Controlman (O) 3/c, born New Philadelphia, OH. Enlisted Feb. 12, 1942. Boot camp and 16 weeks Fire Control School at USNTS, Great Lakes, IL.

Was assigned, along with Paul Dudas and Spud Donahue, to USS *Maryland* (BB-46) at Pearl Harbor October 1942. While he was aboard, October 1942 to June 1945, the USS *Maryland* received eight Battle Stars, Tarawa, Kwajalein, Efate, Roi, Saipan, Solomon Islands, Admiralties, Philippines, Surigaa Straits and Leyte Gulf.

USS *Maryland* arrived in Bremerton, WA for rep, June 1945. He was assigned to fire control school at Washington, D.C. After VJ day, chose discharge, Oct. 25, 1945, at Great Lakes, and returned to Strasburg, OH, his current address.

Retired from the N & W RR 1982 as a mechanic, inspector and air brake repairman. Maintains home and transportation, collects and records old records, travels to family and friends, attends *Maryland* reunions, pitches league and amateur tournament horseshoes, shoots pool and plays cards.

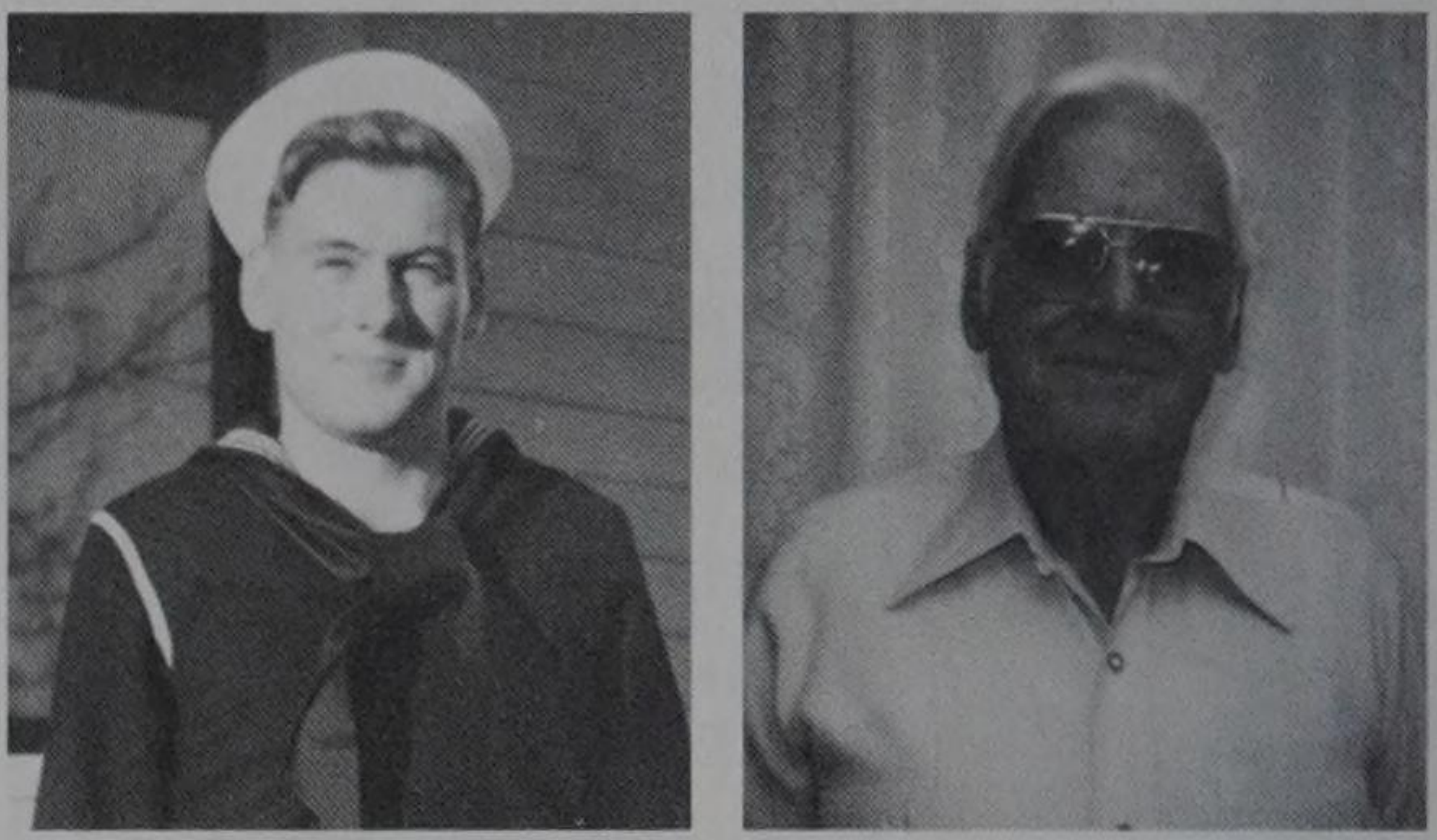
WALTER JOSEPH DOREN, Electricians Mate, 1st Class, USS *North Carolina*, USS *Coral Sea*, born May 1, 1921 in Boston, MA. Graduated high school. Enlisted in Navy Feb. 7, 1941.

He was stationed in the South Pacific and remembers all the major battles. He was discharged July 15, 1954.

He received the Asiatic-Pacific Medal with 11 Stars, the American Area Medal, the WWII Victory Medal and the American Defense Medal.

Walter married Elizabeth on May 30, 1947. They have two children. He retired from the Penn Central Railroad and was a member of the USS *North Carolina* Battleship Assn. He is deceased.

DAVID B. DOWD, SR., USS *Idaho* (BB-42), born Dec. 6, 1917 in Idaho Falls, ID. Left pack saddle, camp tending to join the Navy, Sept. 13, 1938. After San Diego boots, graduated from Basic Electrical School. In May, 1939 boarded the good ship USS *Idaho* (BB-42) in San Pedro. In May 1941, the *Idaho*, with good fortune, left Pearl Harbor for the Atlantic. We were anchored in Hvalfjordur Harbor, Iceland, after a 105 knot windstorm in the Denmarck Strait, when the Japs bombed Pearl Harbor. Will never forget the sailor losing his footing while boarding the motor launch, tossing his milk in the air to come back down on his blue cap and black raincoat or the 101 days at sea in the Aleutians.



On Friday, Nov. 13, 1942 was married to Barbara Hill. Left the *Idaho* February 1944 to attend Diesel Electrical School in Cleveland, OH. While a member of the Small Craft Engineering Shakedown Department in Miami, FL their first child was born on Jan. 13, 1945. Was discharged as CEM on Aug. 27, 1945.

He is an IBEW retiree and retired after 27-1/2 years of teaching Electrical Technology and Instrumentation at Idaho State University. Obtained an ASEE and a BS in Math. They have three children: Judy Lynn Bridges; Billie Jane Killgore; and David B. Dowd, Jr. (all married) and four grandchildren.

Note: The 13's. Not intentional, enlisted the 13th, married the 13th, Judy who was born on the 13th, grandmother born the 13th and the 13th great-grandchild of her great-grandmother who was married on the 13th. Also, house number digits add up to 13 — 1228.

STEWART L. DOWEN, USS *Macon* (CA-132), remembers doing a lot of holy stoning on the stern aft of turret #3. The "boats" said if they wore out the holy stone they would get extra liberty. But they always found a new one when it was time to clean the deck, which was every Friday morning before breakfast.

Made midshipmen cruise in June 1956 to England, Scotland and, he thinks, Norway. Returning to the States, four or five days out of Annapolis, had a fire in #2 turret. He was on standby fire party. Had just mustered up when they decided to flood the compartment to put the fire out. Remained on standby for about two hours.

In October or November 1956 they were told the ship was being deactivated at the end of 1956 and they wanted to know who wanted to stay on for first phase of decommissioning work. Stewart chose to be transferred off with the first draft. He took two weeks leave because it was Christmas and then reported to Boston, MA to await arrival of USS *Macon*.

KENNETH DRAKE, USS *Idaho* (BB-42), born April 4, 1918 in Idaho Falls, ID. Enlisted in 1935 but not called until 1936. After boot camp at San Diego, was assigned aboard the USS *Idaho*. Went to Electrical School and after graduating returned to "E" Div. where real introduction to the Sea-going Navy was spud locker, mess cooking, compartment cleaning and midwatches at the distribution boards.

His first chief was "Annie" Orr and he worked under John McForland EM1/c of whom he is still very close. After four years aboard, put in for a rate change. Was transferred to an aircraft commissioning squadron and advanced to Aviation Electricians Mate Chief. Was leading chief in several air squadrons. Was assigned to recruiting service during the Korean conflict. In 1969 transferred to the Fleet Reserve. Bought into a custom cabinet shop. Was there for 12 years when he sold it and fully retired.

Looks forward each year to the USS *Idaho* Reunions. Have made 25 out of 26. His wife and he will celebrate their 50th anniversary this year (1989) and going strong. They have a married son and daughter and four grandchildren.

LEO O. DRAKE, USS *North Carolina* (BB-55), Plank Owner, Chief Fire Controlman, born Dec. 28, 1916, Stone Co., AR. Attended elementary schools in Oklahoma and high schools in Oklahoma and Dinuba, CA. Enlisted in the Navy April 18, 1940, Dallas, TX. Discharged June 1, 1946.

Served aboard the following ships and stations: NTS San Diego, CA 1940; USS *Saratoga* (CV-3) 1940-41; USS *North Carolina* (BB-55) (Plank Owner) 1941-44; USS *Pastores* (AF-16), FFT/RS NYD Washington, D.C. 1944; RS Pearl Harbor T.H. May 31, 1944 got married; RS PSNY Bremerton, WA 1944 to commission USS *Gilbert Islands* (CVE-107) 1944-1946 (Plank Owner); 1946 RS Brooklyn, NY; U.S. Naval Hospital St. Albans, NY, 1946; PSC Lido Beach, L.I., NY.

After leaving the Navy returned to Okmulgee, OK to rejoin his father in the family business. Stayed in Oklahoma about one year where his first son was born. 1947 moved to New York to try his luck in the big city. Became a successful businessman, manufacturing and supplying specialized products for the telephone industry. Company is now being operated by his two sons and one daughter. Holds four patents on inventions for the communications industry. Semi-retired in 1987 at age 70.

1970-71 was secretary and treasurer of the *North Carolina* Battleship Assn., and wrote the Tarheel Paper. Was one of the early members of the association in 1962.

He was in all major Naval battles from Guadalcanal to Tokyo Bay except the final battle of Iwo Jima. He has authorization to wear the following decorations and medals: Asiatic-Pacific 13 Stars, Philippines Liberation one Star, American Area/American Defense one Star, Victory Medal WWII, and Good Conduct one Star.

His greatest pleasure these days is working on his three acre estate on Long Island Sound, gardening. He actively collects WWII video tapes, books and memorabilia, as well as Indian artifacts and antique telephones.

WILLARD FRANK DUNLAP, born Jan. 3, 1926 in Milton, MA. A college graduate, U.S. Navy March 10, 1944. Served on USS *Missouri* (BB-63) Plank Owner, S 1/c.

Stationed in Newport, RI after boot camp at U.S.N.S. Souipson, NY. Then sent to New York Navy Yard to put USS *Missouri* in service. Went in shakedown cruise to Caribbean, Cuba, Trinidad, etc. Upon returning went through Panama Canal to South Pacific stopping in San Francisco en route to Pacific.

After arriving in the war zone they made him a lookout 130 feet in the air just below the radar mast. From this post, he watched the sun with dark glasses for kamikazes diving out of the sun. Used to say he was the highest person on the ship not in rank, but in position!

Arrived Pearl Harbor and then on to Philippines, Iwo Jima, Okinawa and bombardment of Northern Japan, and then into Tokyo Bay for surrender ceremony on their ship Sept. 2, 1945. It was a very impressive ceremony on board with all the dignitaries and at the same time hundreds of U.S. military planes flying overhead.

Then departed for Guam where they loaded passengers, high point Marines, to be returned to the U.S. Stopping in Pearl Harbor where he stayed two days at the Royal Hawaiian Hotel taken over by the Navy. Leaving Pearl they went through the Panama Canal again clearing the lock by two feet - locks 110', *Missouri* 108' - and then steamed on to Norfolk Naval Base, VA, and from there to New York.

Were on display there to the public with thousands of people lined up from Pier 90 to Times Square to board the *Missouri* to see the surrender plaque.

After léave, they took 50 percent of their crew to Cuba for replacement training. Half their original crew discharged and then back to U.S.

Then took the Turkish Ambassador's body back to Turkey in April 1945. Stopping at Gibraltar, going through the "Rock." Guests of the British Government then through the Mediterranean into the Black Sea up the Bosporus to Turkey. Made them feel very welcome even made commemorative stamps with the *Missouri* picture on them. They were first American Naval personnel in years.

When they arrived in Istanbul he went on liberty alone, almost wandered into Russia being lost, but finally read a sign that said British Consulate. Wound up as a guest of Counselor General, had tea went to soccer game, and chauffeur driven to Consulate Ball and Dinner that night. Something to remember.

Departed then to Greece, Piraeus, and Thens. Very interesting Ancient History.

Left Greece went to Naples, Italy and from there by U.S. Army troop train to Rome, Vatican, and Holy City, and stayed at Mussolini's forum, which was now Fifth Army rest camp - very beautiful.

Left Italy for French Algiere the Passbak etc., and then on to Spanish Taugere, Morocco. All very interesting to a young sailor.

Then across the Atlantic to good old U.S.A. at Norfolk, VA. Leaving there the next day saying goodbye to USS *Missouri*, his home for two years.

Boarding Navy transport to New York and onto Faign Barracks Boston for discharge. Way overdue, May 1946.

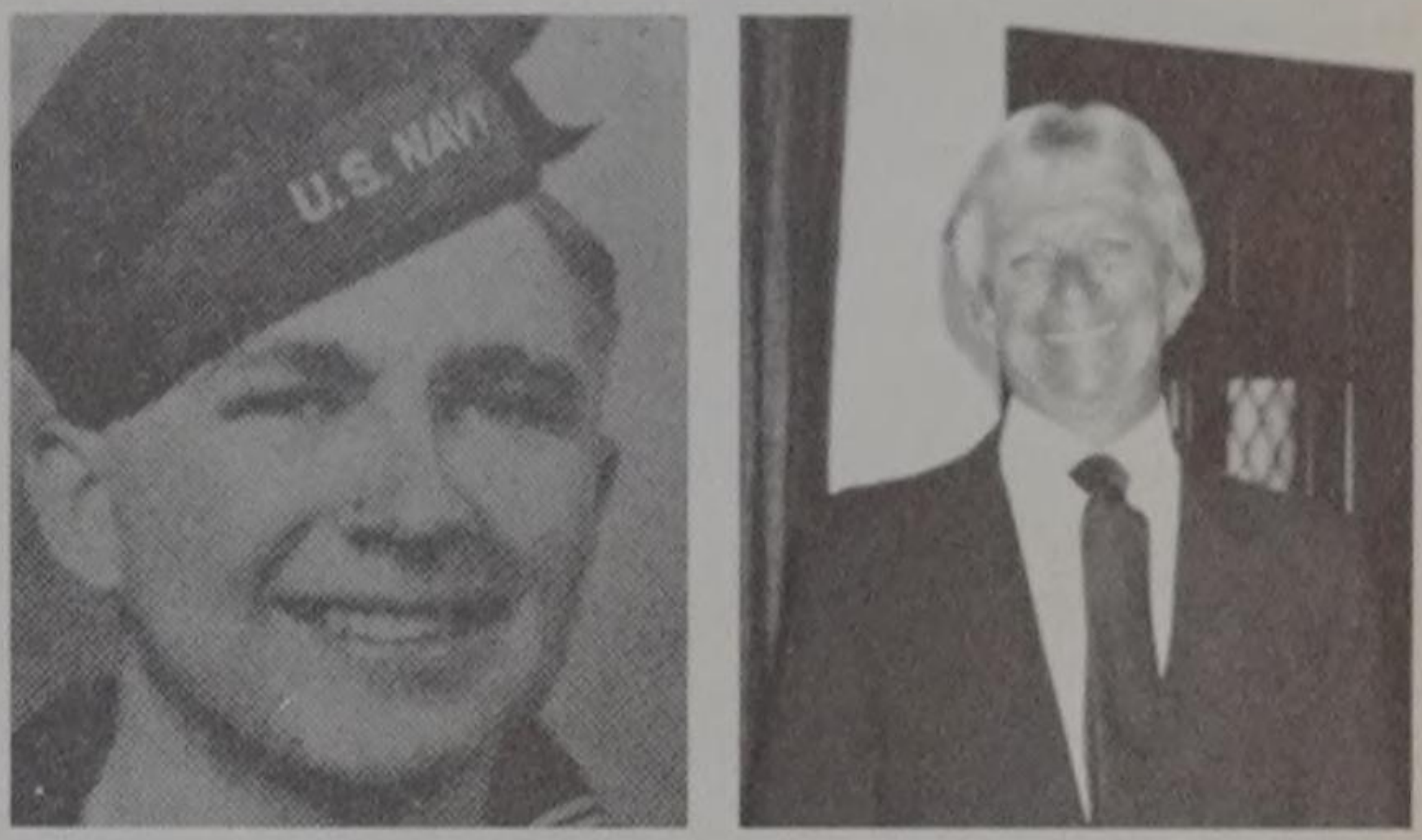
A part of his life he will never forget. Proud to have served in the greatest Navy in the world.

After college, he was a sales manager in the automobile industry for 35 years, having retired in December 1987.

Has been happily married for 33 years, no children. They have enjoyed life having flown to many parts of the world and also have enjoyed 52 cruises.

As one can see, he still loves the ocean!

FRANK DUNN, USS *Tennessee*, USS *Massachusetts*, USS *Yorktown*. Joined the Navy June 1, 1941. Celebrated 17th birthday in boot camp. Went aboard the USS *Tennessee* Aug. 16, 1941 went to Pearl Harbor and five months later was bombed by the Japanese on Dec. 7, 1941. Departed Pearl Harbor where they were able to steam for Bremerton, WA for repairs and refitting. Left the *Tennessee* April 1 and went aboard the new battleship *Massachusetts*. After shakedown cruise they joined a huge convoy for Casablanca North Africa. Fought the French battleship *Jean Bart* in Casablanca. Left the *Massachusetts* Feb. 5, 1943. Went to the receiving barracks to wait for boarding the new USS *Yorktown*. Went aboard the *Yorktown* April 14. They were commissioned April 15. After shakedown cruise, went through the Panama Canal to Pearl Harbor. Joined Task Force 58 and started to bomb every Japanese held island.

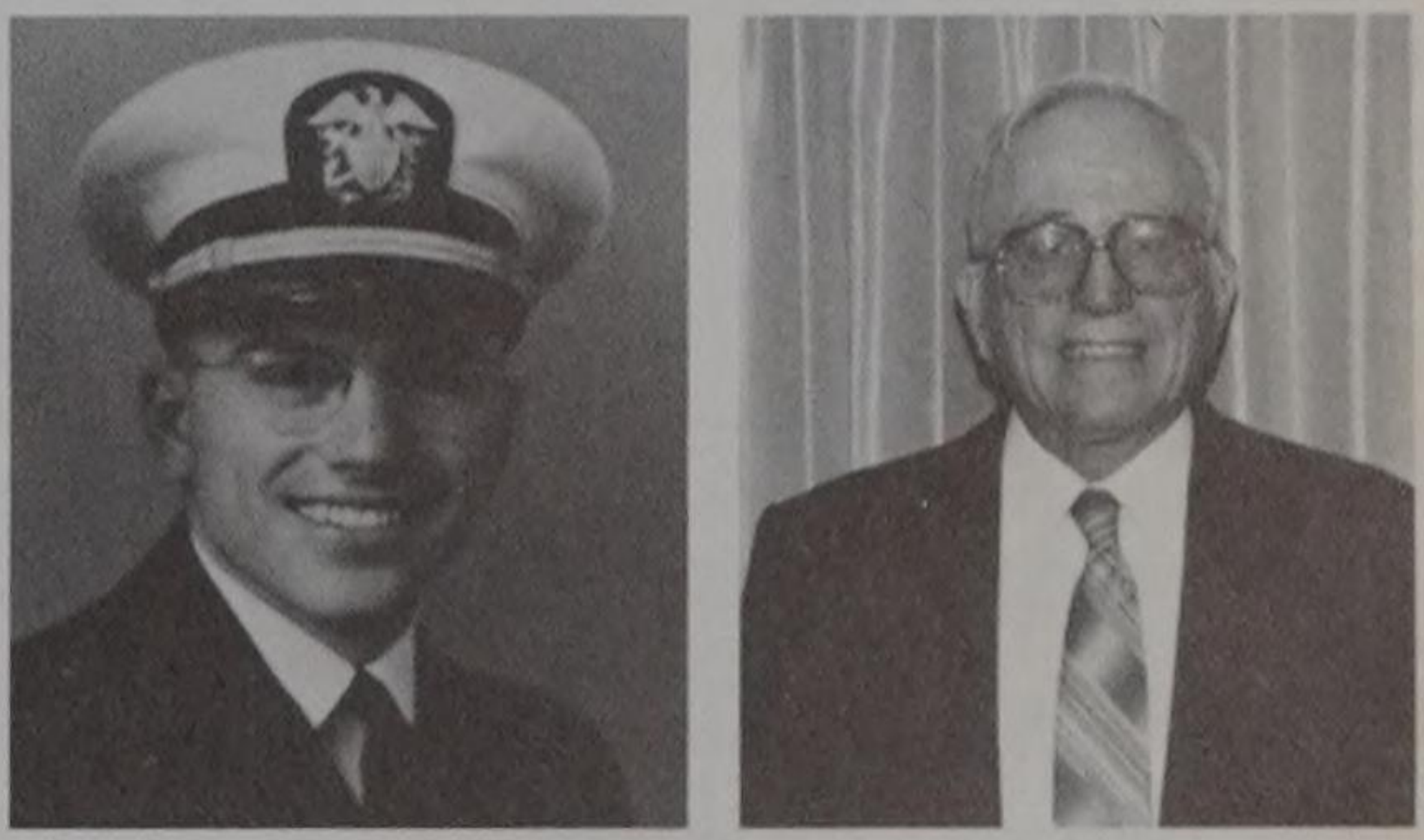


Won Presidential Unit Citation. Their ship was called the "Fighting Lady." Was discharged from the Navy on Oct. 4, 1945.

Retired from the acoustical business.

LESTER C. DUNN, USS *Pennsylvania* (BB-38), Lt. (S.G.) USNR, born Oct. 28, 1917, near Trumbull, NE. Enlisted in V-7 officers training while attending Oregon State, after Pearl Harbor. July-October 1942, in training at Notre Dame and Northwestern University. November 9, 1942, reported to USS *Pennsylvania* in San Francisco as Ensign. Junior Division officer 16 months and Division officer 16 months in 3rd Div., handling high after 14"-45 caliber turret. Officer of the Deck underway and catapult officer.

Took part in following combat operations: Attu, Kiska, Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Anguar, Leyte, Battle of Surigao Strait, and Lingayen. Helped fire 1678 rounds of 14" at enemy.



Left USS *Pennsylvania* in San Francisco, July 3, 1945. Earned seven Battle Stars and Navy Unit Commendation. Took eight-inch semi-automatic rifle training in D.C. August-September 1945. Was released to inactive duty Sept. 30, 1945.

Worked 34 years as Forester and public lands manager for BLM, U.S.D.I. Retired Aug. 31, 1979 in Washington, D.C. as a Division Chief. His wife and he keep active with genealogy, travel, golf, bowling, grandchildren and USS *Pennsylvania* reunions. They have a daughter, two sons, and four grandchildren, with another on the way.

HAROLD LOY DURCK, RMC USN Ret., born Aug. 9, 1920, Louisville, KY. Enlisted U.S. Army Oct. 24, 1936. Enlisted U.S. Navy May 28, 1940, boot camp Co. 40-32, San Diego, CA. USS *Astoria* (CA-34), until ship was sunk by enemy action on Aug. 9, 1942, his 22nd birthday.

Flag of COMSOPAC in USS *Argonne*, and Noumea, New Caledonia. USS *New Jersey* (BB-62), USS *Missouri* (BB-63) on *Missouri* when the surrender was signed, and USS *South Dakota* (BB-57) all in flag Com3rdFlt., Adm. Halsey. Four years with Flag COMBATCRUPAC VADM Delany and Dubose. Also ships Co. USS *Sproston* (DDE-577), USS *Wasp* (CVA-18). NAVCOMMFACPHIL Sangley Point, Philippines; Navsta Long Beach and Main Navy Washington, D.C. where he was transferred to the fleet reserve on Feb. 1, 1957. Commendation Medal, Good Conduct, Asiatic Pacific with ten Stars, American Defense, Philippines Liberation, Navy Occupation Medal, Victory Medal, National Defense.

Wife Sylvia, sons Gregory and Craig, daughter Teri. Grandchildren, Brianna, Christian, and Joshua.

ROY WENDELL EATON, USS *Mississippi* (BB-41), Lieutenant USNR (Ret.), born Aug. 6, 1920 at Fort Dodge, IA. BS in Commerce from Kansas State Teachers College, Pittsburg, KS. Commissioned Ensign August 1943 on completion USNR Midshipmen School at Northwestern University, Chicago, IL. Assigned Main Battery Training School on USS *New York* (BB-34) before joining USS *Mississippi* (BB-41) at San Francisco, CA on Oct. 11, 1943. Assigned Fire Control Division. Served in such major combat operations as the Gilberts, the Marshalls, Kavieng, Peleliu, liberation of the Philippines, and the battle for Okinawa. Was Treasurer of the Ship's Store Profit Fund, December 1944 to February 1946. As Deck Watch Officer wrote mid-watch log for Jan. 1, 1946 in customary rhyme. Released to inactive service May 19, 1946.

Completed USNRTC Field Economic Mobilization Course, University of Nebraska in 1952. Completed Industrial College of the Armed Forces course in "Emergency Mobilization of the Nation's Economy" in 1954. Retired as Lieutenant, USNR in 1958.

Married to Ada Maxine (Blackburn) Beumer in 1945; two daughters. Career employment on headquarters staff of two major international engineer-construct companies: 1969-1985 at Kaiser Engineers, Oakland, CA in international personnel administration; 1946-1969 at J.F. Pritchard & Co., Kansas City, MO in accounting, personnel and management. Retired August 1985. Enjoy travel in U.S. and abroad, reading, church and community activities.

FREDERICK W. EGGER, F 1/c, M Div., USS *Maryland* (BB-46), June 1945 until July 1946, born Oct. 11, 1926.

Since he got into the service late in the war, the most action he saw aboard the USS *Maryland* was in October 1945, when they were making their last trip into Seattle after six trips to Hawaii on the Magic Carpet Run bringing troops back. He was working alone in one of the shaft alleys mounting a metal tool box on one of the bulkheads. He was using an electric drill with a long heavy-duty extension cord. The cord was draped across the propellor shaft. As the ship was preparing to dock, the electric cord got caught on the bolts at a coupling in the shaft. The cord wrapped around the shaft and pulled the connecting plug out and the heavy plug banged on the catwalk at each revolution. He grabbed a broom and tried to keep the noise down. When the shaft would stop and reverse during docking maneuvers, he would try to untangle the cord but then the shaft would take off turning again. The broom got beat to a pile of straw and the cord wound up in several pieces. He was sure he'd be court-martialed if anyone found out so he took the pieces of cord and broom and threw them in the trash. He has always felt very lucky that he didn't get tangled up in the cord and beat to death.

Was married in 1947. Worked in logging and lumber industry in Northwest until 1954. Attended Oregon State University 1954-59. B.S. Degree in 1959. Worked as civilian engineer for U.S. Navy at Pearl Harbor 1965 until 1975. Managed a small municipal utility 1976-1981. Electrical Engineer for Bonneville Power Administration 1982-1987. Retired October 1987. Enjoys working on their small farm near Canby, OR, and traveling in their fifth wheel trailer.

NORMAN S. EIBYE, Y 2/c, USS *Indiana* (BB-58), born March 14, 1921 in Boston, MA. Attended Harvard and received a BA in 1947.

Joined the USNR on April 28, 1942. Completed boot training and transferred to Storekeeper's School at Newport, RI. Next transferred to USS *Indiana* at Newport News, VA. Transferred to the USS *Indiana* Aviation Unit for duty as a squadron yeoman.

Participated in numerous naval aviation missions over the islands of the South and Central Pacific throughout WWII.

He was also aboard the USS *Indiana* when the USS *Washington* collided with her.

He was discharged from the Navy on Jan. 30, 1946. He married Mary A. Burke on Oct. 6, 1951. They have five children and four grandchildren. He is employed as a CPA.

JOHN D. EICHER, Capt., USS *Pennsylvania*, born on Feb. 10, 1918 in Seattle, WA. He went to the University of Washington for four years. In 1940 he joined the Navy in July 1940. He served on the USS *Pennsylvania* and the USS *Benevolence*. His memorable experiences include being the officer-of-the-deck from 0400-0800 on Dec. 7, 1941. He achieved the rank of captain and was discharged in 1961. He married Betty J. Eicher on July 24, 1943 and they have three children and seven grandchildren. He worked as a manufacturing representative in Seattle.

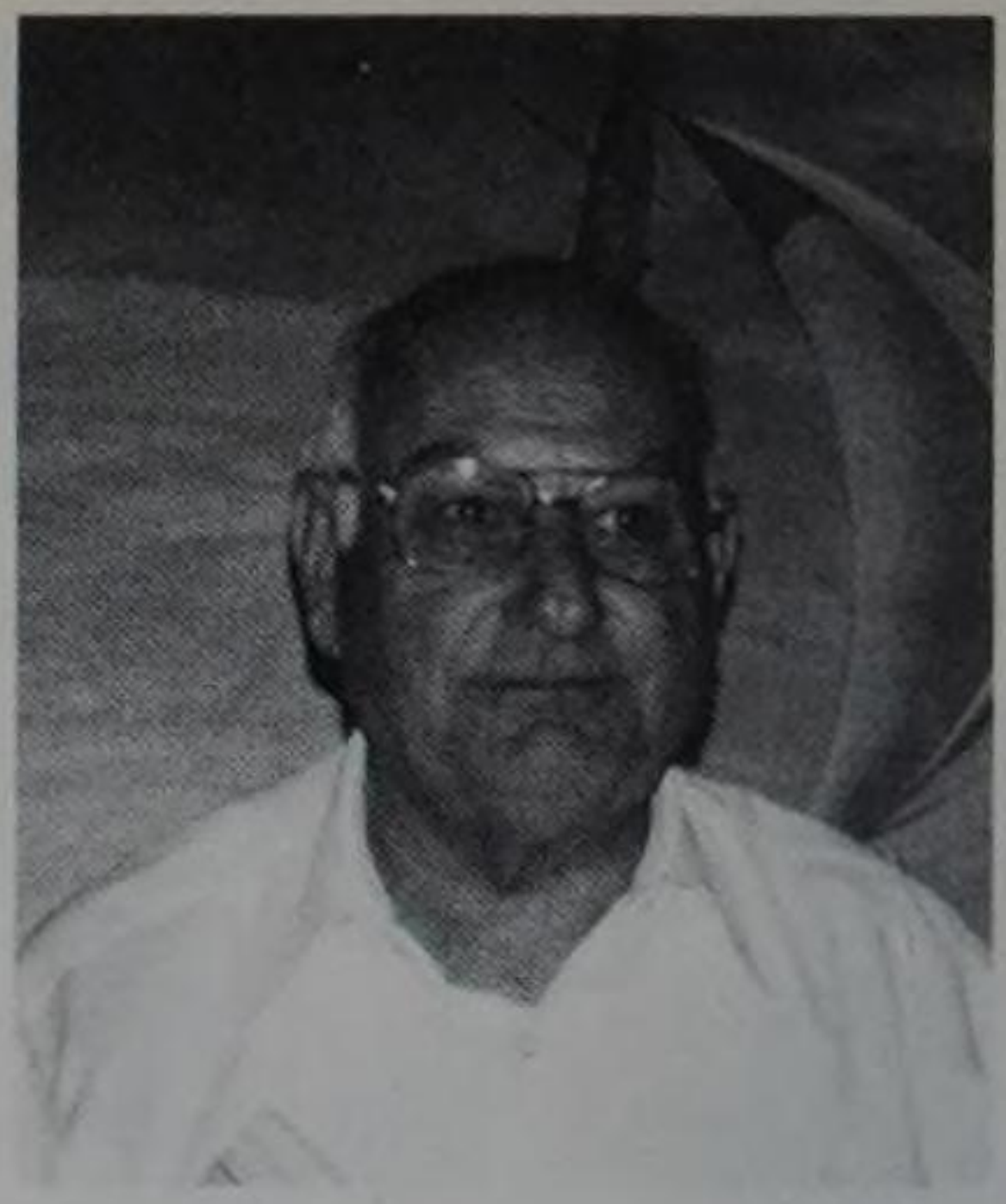
SAM D. EILERSON, 1st Sgt. (Ret.), USS *Nevada* (BB-36) enlisted June 1941. Participated in the attack at Pearl Harbor and in the shelling at Attu. He was on convoy duty to Europe. Transferred off the USS *Nevada* in May 1944. Discharged from the Marines in June 1947.

Re-enlisted and participated in the Korean War as a machine gunner with the 3rd Bn., 7th Marines.

EUGENE E. ELLIOTT, SFC, USN (Ret.), born July 13, 1919 at Oxford, IN. Completed first half sophomore year in university. Joined USN March 8, 1938 Indianapolis, IN. Trained at Great Lakes Naval Training Station Co. 8-38. Sent to USS *Pennsylvania* (BB-38) September 1938. Transferred to precommissioning detail USS *Massachusetts* March 1942, Quincy, MA. Transferred to new construction October 1943. Put USS *Vent* (ARS-29) in commission at Bellingham, WA April 1944. Transferred ARD-2 Pearl Harbor, HI March 1945, USS *Hocking* (APA-121) December 1945 to March 1946. April 1946 USS *Hooper Island* (ARG-17). April 1947 transferred to North China Service Group Boat Pool, Tsingtao, China - July 1948 shore duty N.T.C. San Diego. September 1950 USS *Wedderburn* (DD-632) and USS *Hanson* (DD-684). 1951 March USS *Piedmont* (AD-17) until March 1955 shore duty Pacific Reserve Fleet Group, Tacoma, WA. Retired September 1957. Started out as a shipfitter, 1947 rate was abolished became pipefitter. Retired a chief pipefitter - 20 years duty.

He is a Pearl Harbor survivor and was in WWII and Korean action. Duty was salvage and repair. After he retired he was Director of Physical Plant at University of Puget Sound, Tacoma, WA 25 years. Retired 1981. Married 48 years, two children, two grandchildren.

One unusual event happened in 1946. Sasebo, Japan - USS *Hooper Island* (ARG-17). Amphibious Forces were demobilized in 1945. All landing craft from L.S.T. on to L.C.T. were simply driven onto the beaches at high tide and abandoned. Their job was to pull all off the beaches, drydock and repair, using 400 Japanese women, (laborers and painters), 200 Japanese male shipyard workers plus all shipyard facilities. Ready them to turn over to the Nationalist Chinese Navy in Tsingtao. He could not speak Japanese and all 600 spoke no English. Learned much Japanese the first week. Had to pull shafts, props and rudders. There were no spares. Many holes in the bottoms from rocks. Some almost sank going into the dry docks. Some sank before they could be positioned over the keel blocks. This was a three month job, beaches were cleared. Interior work completed in Tsingtao, China. Member of FRA BR 104 Tacoma, WA.



EARL E. ELLIS, USS *North Carolina* (BB-55), born in Kansas Oct. 23, 1922. Went into service May 3, 1944, from Wann, OK. Was sent to Farragut, ID, was in Co. 539-44 at Camp Hill. Was then sent to Receiving Barracks at Portland, OR. From there was sent to Bremerton, WA and put aboard the USS *North Carolina* in August, 1944.

He was a Fireman in No. 2 boiler room. Remembers the typhoons at sea, of the ship hitting a whale, the Jap Suicides, shelling Iwo Jima and Okinawa. After the Japs surrendered went into Tokyo Bay and then to Panama Canal and up to Boston, where he enjoyed a "Great Liberty". The USS *North Carolina* was then ordered to New York Harbor where they were anchored below the Washington Bridge. He was then sent to Norman, OK for discharge.

He is now in the Kansas City area. He would like to hear from former shipmates.

Worked from November 1978 to March 1989 at Humana Hospital Engineering Dept. in Overland Park, KS. Can be reached at 13711 Sycamore, Olathe, KS 66062.

HOMER G. ELLIS, USS *Arkansas* (BB-33), Quartermaster 3/c, born May 27, 1926 in Mobile, AL. Graduated Biloxi High School, Biloxi, MS 1944. Enlisted in the Navy in 1944 and attended recruit training at Camp Perry, Williamsburg, VA.

Served aboard USS *Arkansas* 1944-1946. Served in 7th Div. and later transferred to N Div.

After discharge from the U.S. Navy attended Tulane University. Graduated from Tulane School of Medicine 1955 and served an internship at Charity Hospital New Orleans, LA 1955-1956.

Did private practice Crystal Springs, MS and

Centreville, MS until 1966. Served an Obstetrics and Gynecology residency Southern Baptist Hospital New Orleans, LA 1963-1966. Private practice of Obstetrics and Gynecology Fort Smith, AR from 1966-to the present time.

Active interest in aviation and for the last 20 years has been an Aviation Medical Examiner for the Federal Aviation Administration. Is an avid pilot and presently flys a completely restored 1946 Globe Swift.

Planning a new career in Anthropology on retirement from medical practice.

JOHN W. ENSLEY, EM 2/c, USS *Indiana* (BB-58), born March 31, 1924 in Fort Wayne, IN. Went to boot camp at Great Lakes. Was selected for "A" Electrical School at Great Lakes and then to Gyro School at Lake Union in Seattle, WA. After completing this course was sent to Mare Island to await a draft to Pearl Harbor. After three days at Camp Aiea, was assigned to the USS *Indiana* which was in dry dock after the collision with the USS *Washington*.

The first two days aboard the *Indiana* was spent finding his way around and getting lost. After working on sound power telephone circuits for three weeks, learned where everything was aboard the *Indiana*. Then was assigned to the Gyro Gang which took care of maintenance of two master gyro compasses and several gyro repeaters from aft steering, to the bridge, to secondary conning tower and sky controls. Another circuit they had, controlled indicator lights for hydraulic valves opening and closing pumps, etc. in the bilges. Had the pit sword circuit which indicated the speed of the ship. A sword was lowered when the ship was underway and by means of water pressure through a hole in the bottom of the sword, they knew the speed of the ship. The engine revolution counter was another means of checking the ship's speed so that took him back to the shaft alleys. The dead reckoning tracking board was up behind the bridge and it charted the ship's course as it cruised along. So as a result of all of these, on any given day, he could be anywhere on the ship.

Also helped out with the showing of movies and setting up P.A. system for Church services. Was pretty busy aboard the ship.

Remembers one time he was playing poker and losing. Then ... finally got a good hand. Before he could bet it, General Quarters sounded thus ending the game.

Came from a family of nine but the Navy had some fast ways of cooking that his mother never thought of. Sandwiches for night watch were made by putting all the slices of bread out on a table. Then with a bucket of peanut butter and jelly, they would dip a paint brush in and then go the length of the table. Bread at the end would get very little peanut butter or jelly. He was always unlucky and got the end sandwiches.

Some things he doesn't remember. Where the laundry was or where the barber shops were. He can't remember getting his hair cut, but knows he did.

So with the passing of years, some things stand out and others fade from memory. All things concerned he has fond memories of his life aboard the USS *Indiana* and is proud to have been a shipmate to so many great guys.

He was discharged as an EM2/c on Dec. 19, 1980. He is married to Jean Ann Beerman, they have three children and three grandchildren. He was employed by Zollner Pistons in Ft. Wayne and retired on March 30, 1986.

LOWELL A. ERICSON, USS *Tennessee* (BB-43), Yeoman 3/c, born March 4, 1922 in Bayard NE. Attended elementary school and high school in Bayard, NE.

Enlisted on Feb. 12, 1942, in the U.S. Navy and was sent to San Diego, CA where he took his boot training. After completing 12 weeks of training. After returning to San Diego, was assigned to the USS Tennessee. It was one of the happiest moments of his life to know that he was going aboard a battleship.

After nearly 30 days spent in Bremerton, went aboard as Chaplain's assistant and ship's Librarian. Sailed for the bombardment and capture of Kiska in the Aleutian Islands. From there they went to capture Tarawa, capture and assault of Kwajalein, assault and capture of Eniwetok, bombardment of Kavieng, New Ireland, assault and capture of Saipan, assault and capture of Guam, assault and capture of Tinian, assault and capture of Anguar, Palau Islands, assault and recapture of Leyte, Philippine Islands, Battle of Surigao Straits. They also assaulted and captured Iwo Jima, in the East China Sea and occupied Japan. Before the Tennessee sailed around the world, was assigned to the staff of the Vice Admiral and was put on the communications ship USS *Appalachian* to count the remaining ships in the waters of Japan.

His medals include: the Good Conduct Medal, Presidential Unit Commendation Medal, United States Navy Medal, Occupation Service Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal, and WWII Victory Medal.

Attended the University of Colorado at Fort Collins. Major was Animal Husbandry, but after two years, he quit as he felt that practical experience was the only way to go.

In 1948 he went to work for Star-Herald Printing Co. as a teletypesetter.

February 12, 1951 the U.S. Navy called him back to active duty and he spent 16 months as Chaplain's Assistant at the Naval Training Center at San Diego.

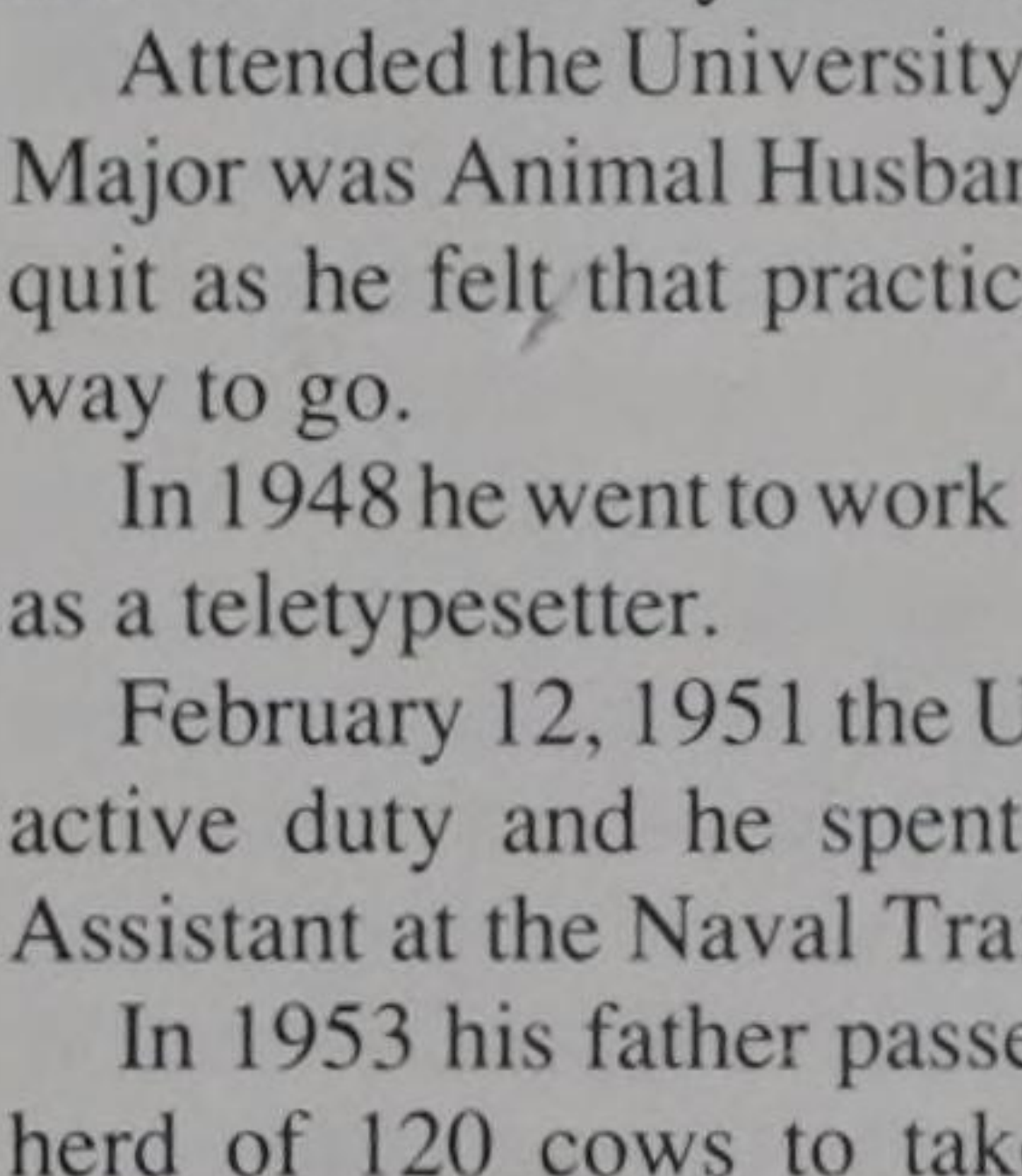
In 1953 his father passed away leaving him with a herd of 120 cows to take care of. This work plus irrigating and fixing fences lasted until 1969 at which time they sold the cattle.

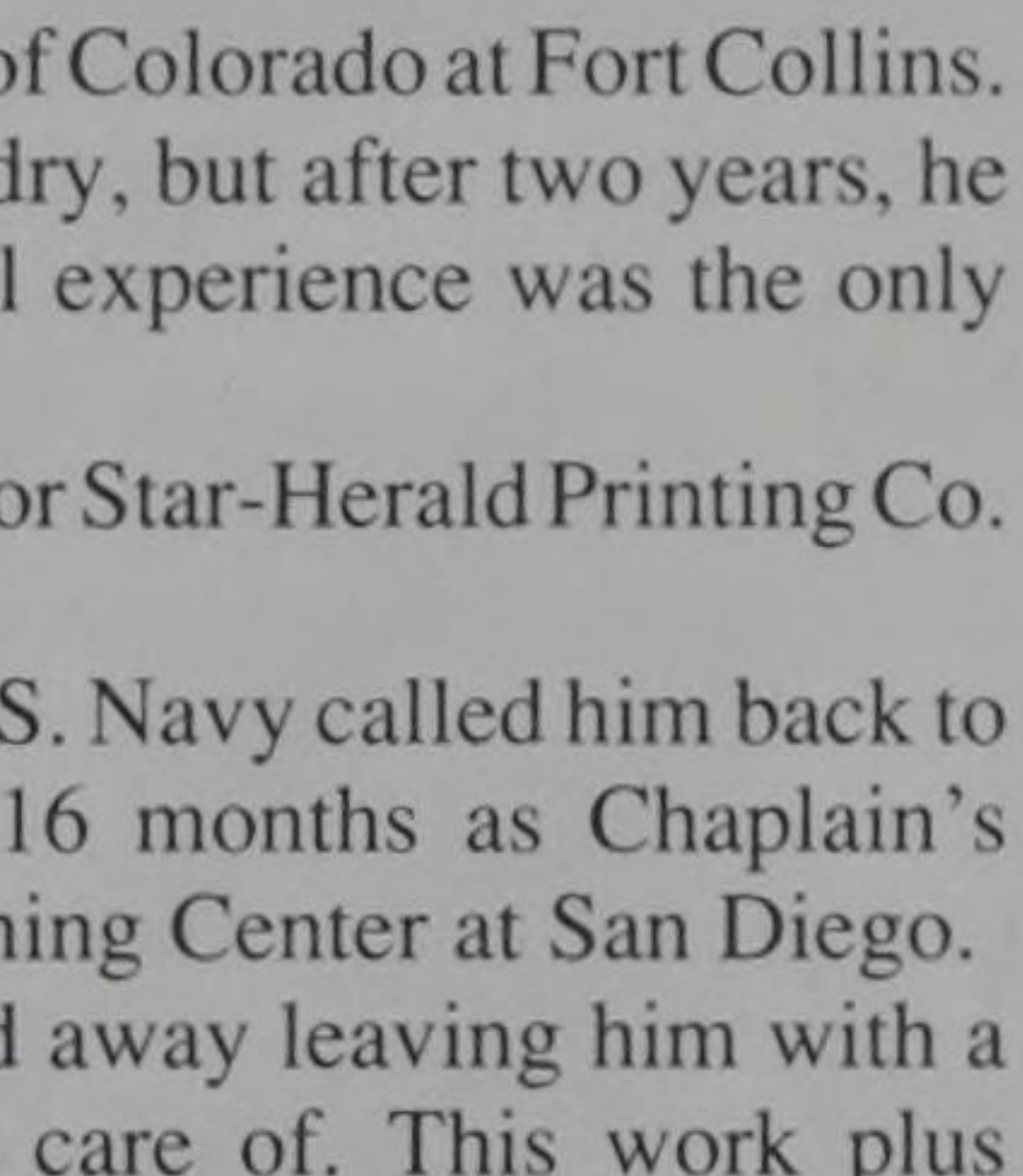
In 1958, he married Ruth Williams, and after a short honeymoon, they came back to live on the ranch West of Bayard.

They have a very happy life together and from their marriage, have two lovely children, Ellen Marie and David.

It has been a joy for him to reflect on the past and now, he must look forward to the future.

G.W. ESLICK, USS *Oklahoma* (BB-37), born Nov. 15, 1922, Milan, MO. Attended high school, Kellyville, OK. Enlisted U.S. Navy, July 8, 1941. Attended boot camp, San Diego, CA.



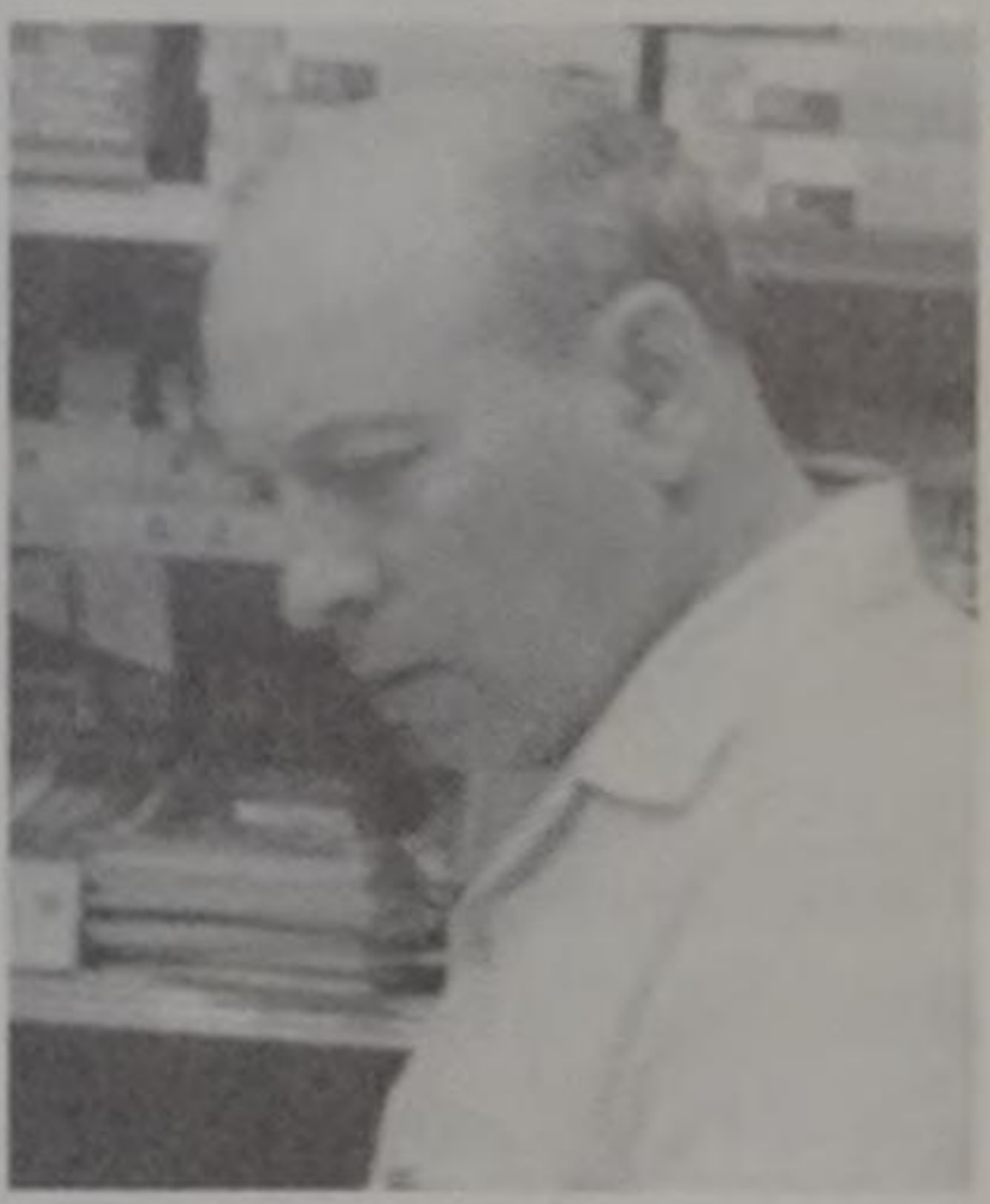


Served on USS *Oklahoma*. Went down with the ship at Pearl Harbor, Dec. 7, 1941. Trapped for 28 hours. One of 32 survivors rescued by Julio DeCastro and his yard workers after ship capsized. After Pearl Harbor, served on USS *Saratoga* (CV-3), USS *Hancock* (CV-19), and at Naval Station/Seattle, WA. Discharged from Naval Station, Sept. 18, 1945. Received nine ribbons, ten Battle Stars, four Medals, and Navy Unit Commendation/USS *Hancock*.

After discharge, worked for A.T. & S.F. Railroad, Amarillo, TX as Electrician, Relief Roundhouse Foreman, and Assistant Supervisor of Diesel Engines. Retired in 1982, 60 years of age. After retiring, moved to Ingleside, TX. Married 45 years. Has five children, 12 grandchildren, one great grandchild. Member V.F.W., USS *Oklahoma* Assn., Life Member Pearl Harbor Survivor's Assn. of Corpus Christi. Member, Bishop's Committee, Episcopal Church, Aransas Pass, TX.

MORRIS MAX ESPOVITCH, CPHM(T), USS *Alabama* (BB-60), born June 20, 1914. Enlisted U.S. Naval Reserve as HA 1/c at the Navy recruiting station in New Haven, CT to serve for a period of two years and was retained on active duty.

He participated in the following operations engagements: Gilbert Islands, bombardment of Nauru Islands, Marshall Islands, first Truk and Marianas, Palau, Yap and Woleai (in western Carolinas), Hollandia, New Guinea and the capture and occupation of Southern Palau Islands.



Morris received the American Campaign Medal, the European Theater Campaign Medal, the Asiatic-Pacific Campaign Medal w/seven Stars and the WWII Victory Medal.

He retired in 1979 from his profession as a Registered Pharmacist after 34 years. He graduated from Connecticut College of Pharmacy in 1934 with a degree of PhG and Paine Hall School as a MT.

Morris is a widower with no children.

PAUL E. EVANS, USS *New Jersey* (BB-62), Carpenters Mate, 2/c, USNR V-6, born July 3, 1922, Vandalia, IL. Attended elementary and high school in Vandalia, IL. Enlisted in the Navy on Nov. 9, 1942. Attended USNTS Great Lakes, IL, for boot training. Assigned to USS *New Jersey* at the time of her commissioning May 23, 1943. Attended Welding School and Firefighters School, Fleet Service Schools, NBO, Norfolk, VA.

USS NEW JERSEY
BB-62

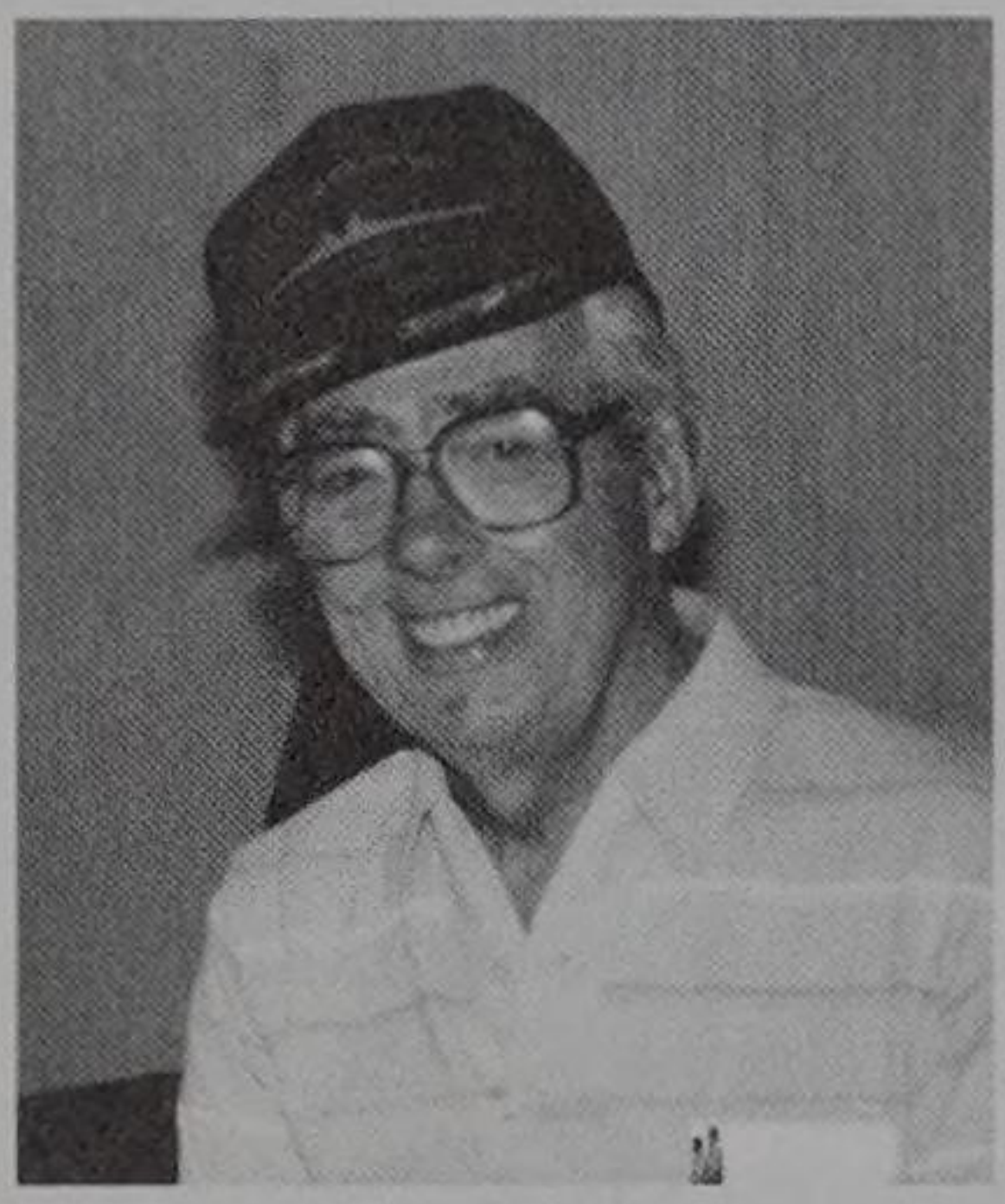
After fitting out, extensive drills and training and a shakedown cruise, were underway on Jan. 2, 1944, bound for the Pacific. The ship supported the carrier air strikes on Kwajalein, Marshall Islands, returning to the Majuro Atoll where Adm. Spruance transferred his flag and the *New Jersey* became the flagship of the 5th Fleet. During the spring of 1944 they took part in the Asiatic-Pacific Raids; Truk Attack; Palau, Yap, Ulithi, Woleai Raid; Truk, Satawan, Ponape Raid. From April 21 to June 1, took part in the Hollandia Operation (Aitape-Humboldt Bay-Tanahmerah Bay). Their next action was the Marianas Operation, the capture and occupation of Saipan, Battle of Philippines Sea, capture and occupation of Guam; the Palau, Yap, Ulithi Raid. In September, 1944, took part in the Western Caroline Islands Operation, the capture and occupation of Southern Palau Islands and assaults on the Philippine Islands. Then in October supported the Leyte Operation, 3rd Fleet Supporting Operations, Okinawa

Attack, Northern Luzon and Formosa Attacks, Luzon Attacks, Visayas Attacks and the Battle of Surigao Strait.

Assigned to the destroyer USS *Rogers* (DD-876), March 26, 1945. Honorable discharge Nov. 10, 1945. Awarded Good Conduct Medal 1945, American Campaign Medal, Asiatic-Pacific Campaign Medal with one Silver Star, WWII Victory Medal, Navy Occupation Service Medal with "Asia" Clasp.

Returned home to a loving wife. Raised three children. Was employed as a Meat Cutter and Meat Department Manager for Kroger Co., retiring in 1984 after 37 years. Attended USS *New Jersey* recommissioning at Long Beach, CA in 1982. Attended four ship reunions 1982, 1984, 1986, 1988. Deceased Oct. 26, 1988, only ten days after enjoying a USS *New Jersey* Reunion in New Orleans, LA.

JAMES A. EVERMAN, EM 1/c, USS *Arkansas* (BB-33), born and educated in Philadelphia, PA. Enlisted in the Naval Reserve at the Philadelphia Customs House July 27, 1942. Received boot training at Newport, RI then electrical training at Morehead State Teachers College, Morehead, KY. Upon completion of a 16 week course, received EM 3/c rating. Left Morehead Dec. 30, 1942 and arrived at Pier 92 in New York on Dec. 31, 1942. On Jan. 1, 1943 at Pier 51, went aboard the USS *Arkansas* (BB-33) which was to be his home for the next three years. During this time, participated in many convoys to Europe and the invasions of Normandy and Southern France. Then through the Panama Canal to the Pacific and the invasions of Iwo Jima and Okinawa. Left the USS *Arkansas* at San Francisco December 1945 for discharge which took place at Bainbridge, MD on Dec. 12, 1945. Returned to Philadelphia and married the girl who waited for him. They have three daughters, seven grandsons, one granddaughter and one great-granddaughter.



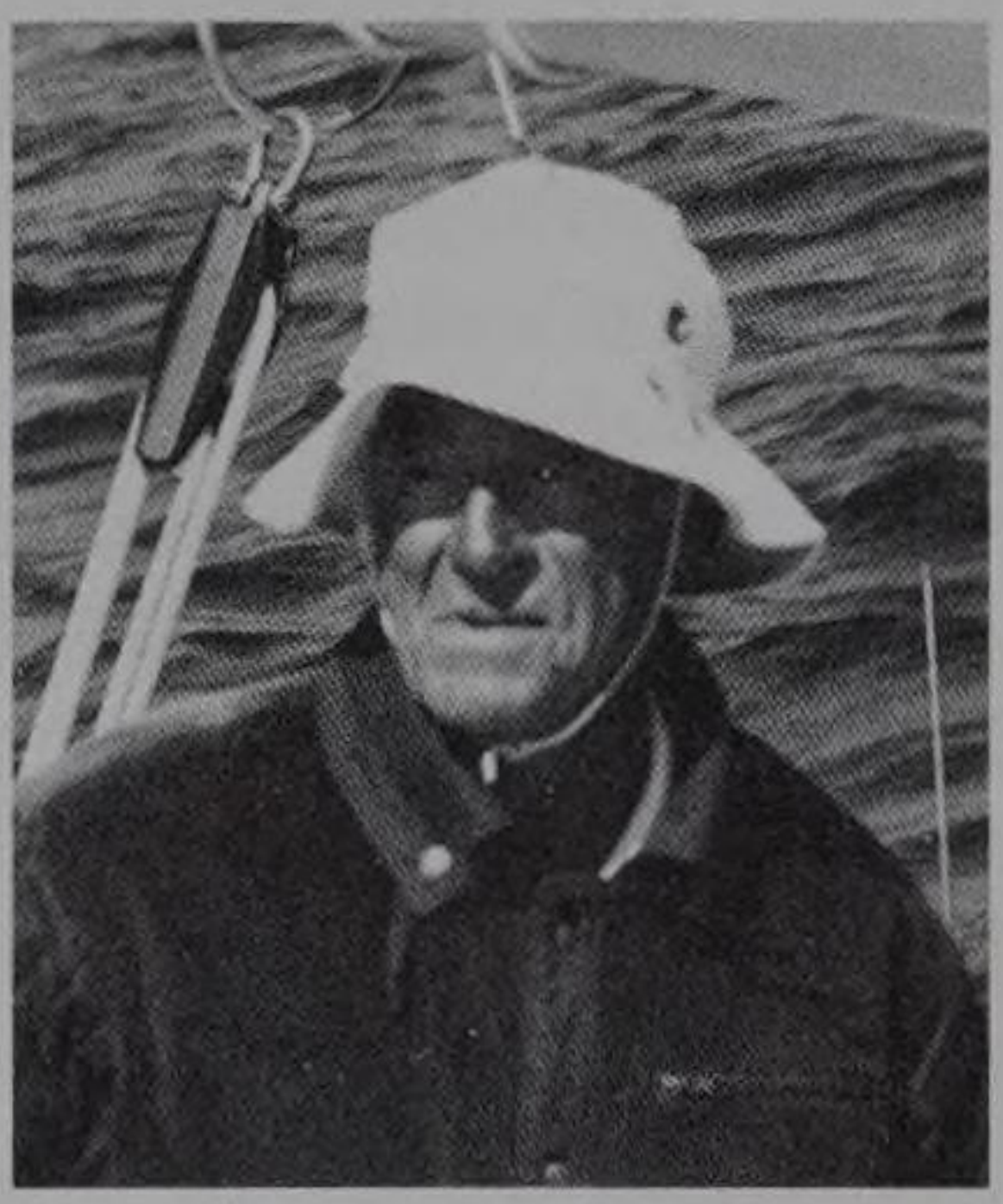
He retired as Chief Electrician of Veterans Stadium in Philadelphia in 1982 and is active with his family, friends and the USS *Arkansas* Reunion Assn.

HERBERT FAHR, JR., END2, USS *Missouri* (BB-63), entered the Navy by enlistment at Whitehall Street in New York City on June 4, 1952. Attended boot training at Bainbridge Naval Training Center, Bainbridge, MD. Transferred to Underwater Ordnance Station in Newport, RI. On March 25, 1954 transferred to CO, USS *Missouri* (BB-63). CO at the time was Capt. Kieth. Made a shakedown cruise to Guantanamo, Cuba and upon return a midshipman training cruise to Cherbourg, France and Lisbon, Portugal.

Upon return set out to west coast via Panama Canal on way to Mothball Fleet. Left the ship in Bremerton, WA on Dec. 20, 1954. Duty then aboard the USS *Eldorado* (AGC-11), flagship of the 7th Fleet under Adm. Pride in the Far East and USS *Washburn* (AKA-108), an attack cargo ship in the Amphibious Fleet. Discharged to inactive duty on May 28, 1956. Recipient of the National Defense Service Medal, European recipient of the National Defense Service Medal, European Occupation Medal, China Service Medal and the Navy Good Conduct Medal. Full honorable discharge on June 3, 1960.

EUGENE HARRISON FARRELL, Rear Adm., USS *North Hampton* (CC-1), born April 17, 1918 in Bosque, TX. Enlisted in Navy Oct. 14, 1931. A native of Texas, he is a veteran of Naval service spanning 38 years and three wars. He was graduated from the United States Naval Academy, the Naval War College, and has completed post-graduate studies in Communication Engineering at Harvard University.

At sea he served in battleships and cruisers, held three destroyer commands, and was captain of the President's National Command ship, USS *Northampton.* Ashore he was a member of the first diplomatic mission to Madrid, following WWII, where he served as interpreter and recorder during negotiations for American Base Rights in Spain. He subsequently completed diplomatic and military assignments in Japan, Vietnam, Panama, Haiti, eight countries of South America and Germany.



He was decorated by the Republic of Vietnam, and was four times awarded the United States Legion of Merit.

List of Medals and decorations: Legion of Merit (three Gold Stars), Meritorious Service Medal, Navy Commendation Medal, Air Force Commendation Medal, Vietnam Honor Medal, First Class, American Defense Medal, Asiatic Pacific, seven Campaign Stars, American Theater, WWII Victory, Navy Occupation with European and Asian Clasps, China Service, and National Defense Service.

In 1975, following his retirement from active duty in the Navy, he moved to California where he served as Chairman of Senator S.I. Hayakawa's California Constituency Council during the 96th and 97th Congresses.

The Admiral is an Eagle Scout, an experienced offshore yachtsman, and holds the American Red Cross 50-mile swim citation.

Married Ruth Bailey (deceased) Jan. 24, 1948. Married Ann Dougherty April 4, 1965. He has two children and three grandchildren. He retired Jan. 1, 1982.

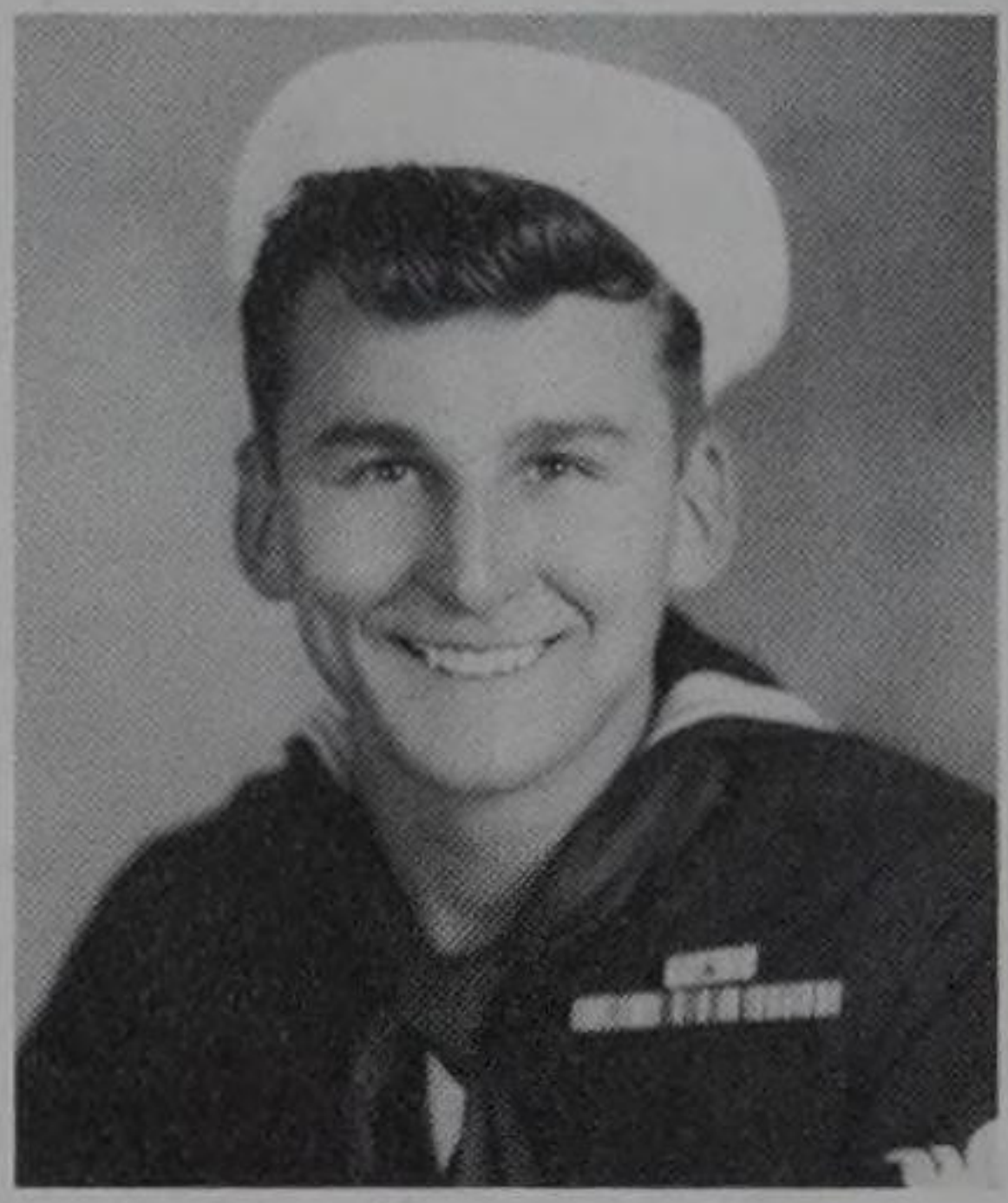
BERNARD H. FAUBION, Capt., Dental Corps, USN (Ret.), USS *Pennsylvania* (BB-38), born in Los Angeles, CA April 17, 1936. Was commissioned Lieutenant (jg) DC USN on March 3, 1936 and was retired from the Navy March 31, 1964. Served as the Dental Officer in the Pennsy from June 1941 to January 1943. Was aboard during the entire attack on Pearl Harbor Dec. 7, 1941. Was in charge of the Main Battle Dressing Station and gave emergency treatment to approximately 50 wounded after the Medical Officer was killed. Was awarded a Commendation Medal, a Unit Commendation Ribbon, five War Service Medals, two Campaign Medals, and a WWII Victory Medal.

After retiring from the Navy, underwent specialty training in orthodontics. Conducted a dental practice limited to orthodontics in Los Angeles until he retired again in July 1988. He is past president of the Beverly Hills Dental Society and also of the University of Southern California Dental Alumni Assn. He retired after 55 years in dentistry on April 1, 1988.

He has been married to the former Mary Binford of San Francisco for more than 53 years. They have two children, three grandchildren and two great-grandchildren. His home is in Tarzana, CA.

VICTOR A. FEDECHENA, (Feddy), SF 2/c, USN, USS *Idaho* (BB-42), born Jan. 10, 1923 in Somerville, NJ. Enlisted June 26, 1941 (six days after high school graduation). Discharged June, 1947. Served on USS *Idaho* (BB-42) August 1941-May 1946.

Received the following awards: American Defense Medal with Bronze "A", American Theatre, Asiatic-Pacific Medal with seven Stars, Good Conduct Medal, Japanese Occupation Medal, and Victory Medal.



Besides all the island campaigns, remembers various shore leaves, home leaves, first sea cruise and the three day storm at sea near Iceland and seeing a shipmate washed overboard in the Aleutians. He was picked up by a destroyer, but he didn't survive.

After being discharged, went back to Somerville, NJ. Worked at installing heating units in homes. Worked as a "Ghandy Dancer", on the Central Railroad of New Jersey. Went to work at the local post office as a letter carrier. Retired in January 1981.

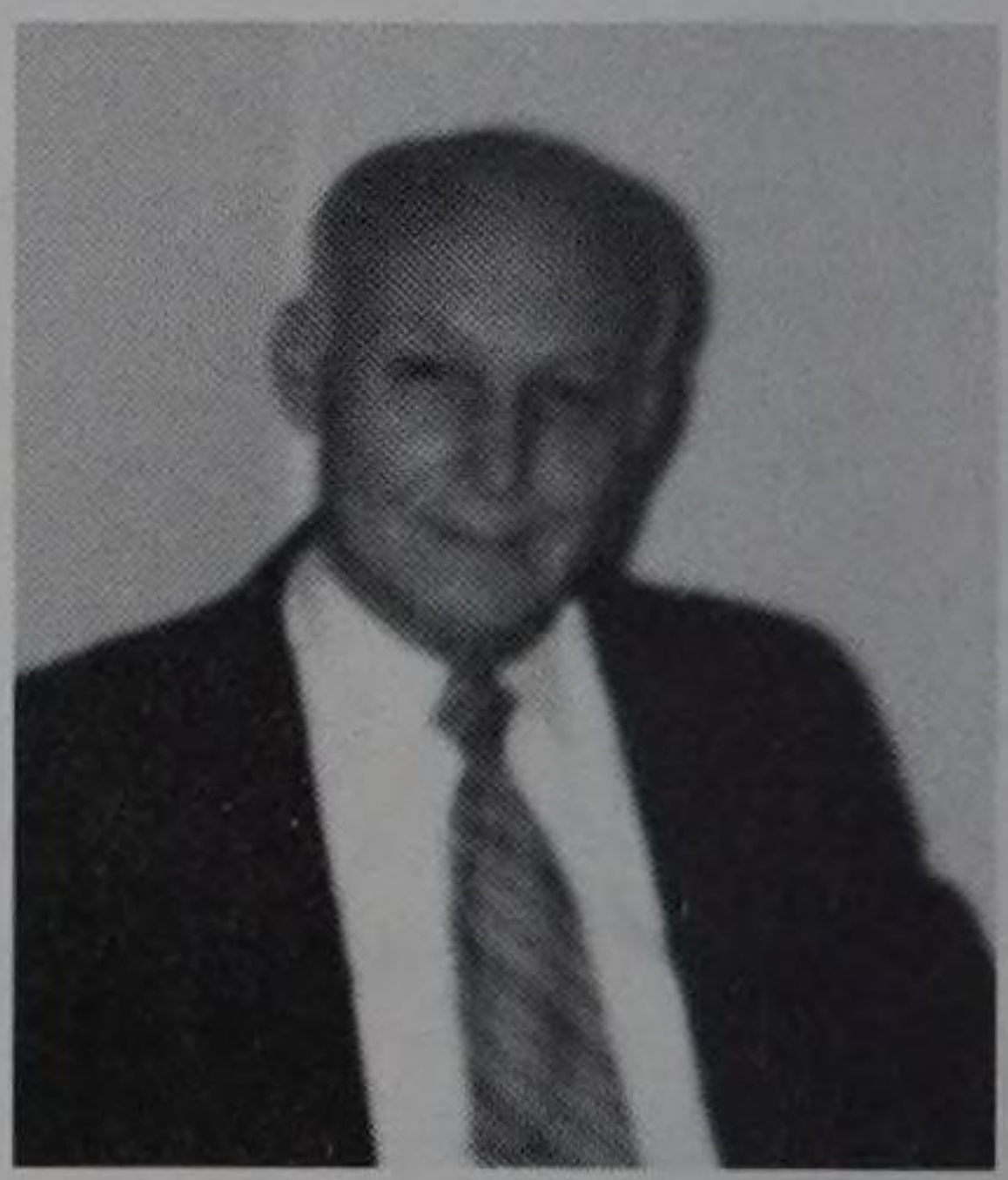
Also played semi-pro football and baseball when first discharged.

Has attended all reunions, since 1958, with the USS *Idaho* and American Battleship Assn. Looking towards the next one.

Moved to Plant City, FL December 1988 after living in New Jersey for 65 years.

WOODROW FERGUSON, Seaman First Class, USS *Alabama* (BB-60), born in Allendale, SC May 9, 1921. Enlisted July 31, 1942.

Received the following medals: Asiatic Pacific (four Stars), American Theatre, European-African-Middle East, Good Conduct Medal, American Campaign Medal, Asiatic Pacific Campaign Medal, Navy Occupation Service Medal, WWII Victory Medal, Philippines Liberation Ribbon, and Philippines Presidential Unit Citation Ribbon.



Served every mile USS *Alabama* made.

Service (vessels and station service): NTS, NOB, Norfolk, VA, USS *Alabama*, USS *Hancock*, USS *Lexington*, and U.S. Naval Receiving Station, Seattle, WA. Was discharged Dec. 19, 1946.

Woodrow married Minnie Lookabill Ferguson Dec. 25, 1946. They have four children and seven grandchildren. Woodrow was a retired minister. He went to be with the Lord, May 6, 1989. *Submitted by Minnie Ferguson*

WARREN J. FERLET, BMC, USS *Oklahoma*, born May 14, 1921 in El Paso, TX. Enlisted in Navy Nov. 14, 1938.

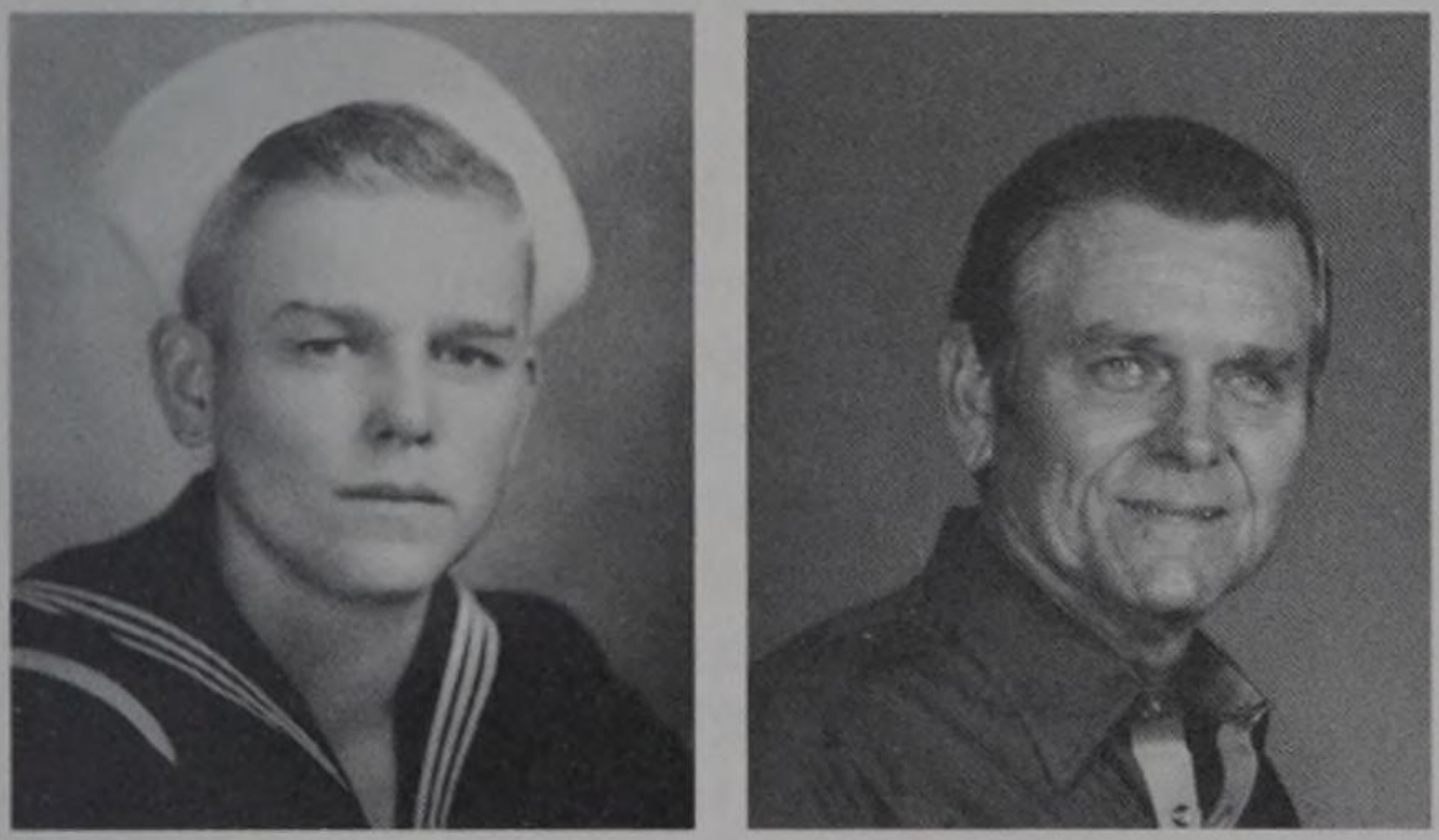
He served aboard the USS *Oklahoma*, USS *Blue*, USS *Nicollet*, USS *Pluck*, USS *Lewis*, USS *Perkins*, USS *Fechteler* and USS *Prairie*.

His memorable experience is the bombing of Pearl Harbor.

He was discharged Feb. 1, 1959.

He was married April 6, 1943. Has two children, two grandchildren and one great-grandchild. Retired June 19, 1981 from the San Diego City Schools.

ALBERT L. FICKEL, MMC USN (Ret.), USS *Pennsylvania* (BB-38), born in Lueders, Jones Co., TX Dec. 8, 1920. Enlisted U.S. Navy Sept. 6, 1939. Boot training NTC San Diego, CA. Reported aboard USS *Pennsylvania* (BB-38) November 1939. Assigned 3rd Div. Deck Force and as phone talker #3 main turret. Transferred to Engineering Dept.-M-Div. November 1940. Advanced Fireman 2/c 1941, F1/c 1941. On Power Watch 10-10 Dry Dock #3 engine room 7:55 A.M. Dec. 7, 1941 during attack by Japanese on Pearl Harbor. Advanced MM2/c 1942, MM1/c 1943. Advanced CMM May 1944 acting appointment, CMM permanent appointment August 1945. Participated in 13 operations in Pacific during WWII. 1946 departed Continental U.S. for Atomic Bomb tests Bikini Atoll, Marshall Islands August 1946. Decommissioned USS *Pennsylvania* (BB-38) in Bikini. The Pennsy torpedoed Buckner Bay Okinawa Aug. 12, 1945, last day of hostilities.



Served aboard following 1946-1957: USS *Fall River* (CA-131), USS *St. Paul* (CA-73), USS *Helena* (CA-75), USS *Rogers* (DD-876), USS *T.E. Chandler* (DD-717), USS *Dixie* (AD-14), USS *Neches* (AO-47). Two years Navy Recruiting Service, Port Arthur, TX. Transferred to Fleet Reserve as MMC Oct. 17, 1959.

Employed General Services Administration 21 years Beaumont and Austin, TX, retiring 1979 after 41 years of Federal service.

Married Billie J. Smith 1973. Served as Texas State Chairman of Pearl Harbor Survivors Assn. for eight years.

RUSSELL H. FISHER, Lt., USS *Idaho* (BB-42), born July 4, 1922 in Detroit, MI. Served in both WWII and Korea.

Enlisted in 1942. NROTC graduate in 1944. Ensign in 1944. Retired as Lieutenant in 1953.

Saw action in Iwo Jima and Okinawa. Earned two Stars. Received the WWII Victory Medal, American Theatre Medal, Philippines Liberation Medal and Asiatic Pacific Medal w/two Stars during WWII. Received Korean Service Medal w/four Stars, United Nations Medal, Navy Occupation Medal, Asia Clasp, Navy Unit Commendation (USS *Philippine Sea*), and Navy Unit Commendation (USS *Essex*) during Korean Conflict.

Memories of *Idaho* in action. Kamikaze attacks in 1945 at Okinawa. Also, when *Idaho* sank Japanese ship in Naha Harbor at Okinawa.

He is married with five children and two grandchildren. Member of USS *Idaho* Assn. and USS *Essex* Assn. Retired banker and manufacturers representative. At present, is membership director for Southfield, MI Chamber of Commerce.

WILLIAM P. FISHER, SC 1/c, USS *New Jersey* (BB-62), born Feb. 12, 1920 in Wilmington, DE.

Joined USN October 1942. Upon completion of boot training and Cooks & Bakers School in Bainbridge, MD was sent to Philadelphia Navy Yard to await the completion and commissioning of the *New Jersey* in May 1943.

After shakedown and various cruises in the Atlantic went through the Panama Canal, where her sides just scraped. Joined the 5th Fleet in the South Pacific, participating in major campaigns from Marshall Islands to Okinawa returning to Bremerton, WA. Then according to the point system was released from ship in Long Beach, CA. After spending seven months in Oceanside, CA, was discharged.

Returned home to Wilmington and spent 20 years as Controller of Dept. of Public Works of the City of Wilmington.

After working as accountant of an Expansion Joint Mfg. for 14 years, retired to enjoy traveling with wife and enjoying three sons and ten grandchildren. Looks forward to the Veterans of the Battleship *New Jersey* reunions every two years. Especially enjoyed the reunion in June 1989 at Long Beach - going aboard the "Best Battleship In the Navy". *(Photos on page 219)*

JOSEPH M. FISK, Sgt., USMC, USS *South Dakota* (BB-57), was a member of the Marine detachment aboard the USS *South Dakota* (BB-57) and one of her original crewmen. Served on "Old Nameless" 39 months in the South Pacific and North Atlantic.

Ironically, was working in Canada when the Japanese bombed Pearl Harbor. Returned to the U.S. and enlisted the week following the attack. His brother, George, was already serving in the Marines. He was later to earn a Purple Heart for wounds he received on Saipan.

Manned a five inch mount and a 20MM machine gun aboard ship. Saw some of the most fierce fighting of any Battleship in the Pacific.

Recalls vividly the battle of Santa Cruz where they destroyed 32 aircraft. Also remembers the battle of Guadalcanal and his friend George Zupko who died there.

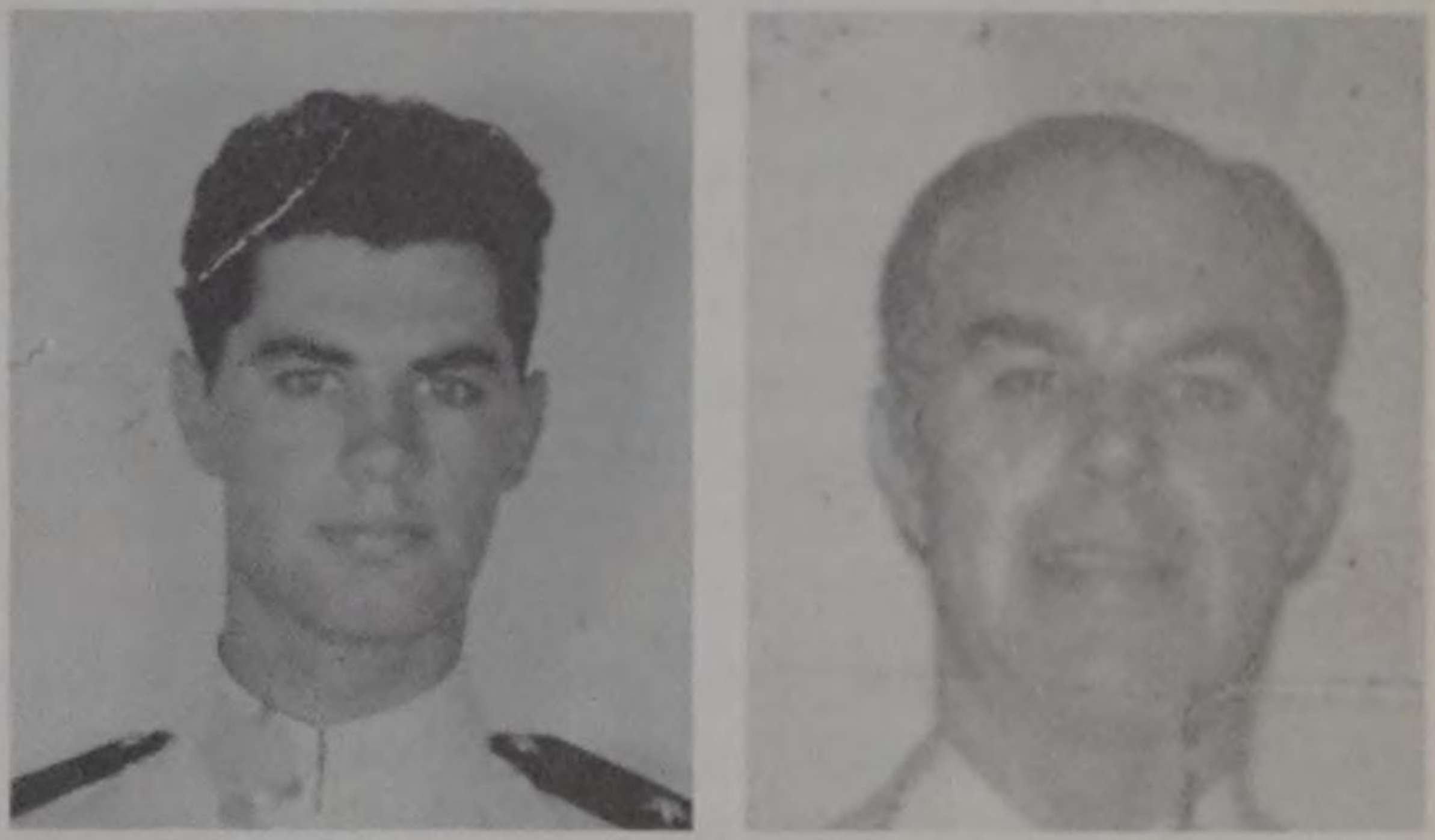
Attended New York University and Drexel and worked as an engineer after war. Is now retired and has two children and five grandchildren.

BUDDY RAY FLEENER, USS *Missouri* (BB-63), born May 8, 1932 in Oklahoma City. Attended Oklahoma City University for three years. Joined the USNR: reserves 1950-1952, active duty 1953. He was stationed at Great Lakes and Norfolk, VA. He achieved the rank of fireman. He has been married for 40 years and has four children and eight grandchildren. He was employed by Oklahoma Gas and Electric for 37 years and retired on Oct. 1, 1982.

Fleener remembers the pride that each man serving aboard the *Missouri* had - that shall never leave his mind. Thirty-seven years have passed but the memories are as fresh as new spring flowers. The men serving aboard this ship were as close as a tight knit family - each division working as a team, like a unit of one.

Let the men of the *Missouri* never forget the quality of men they left behind in Korea. Fleener would like to remember Robert Dorman, Rex Donald Ellison, Robert Leland Mathew and Capt. W.R. Edsall. His prayers continue to be with the families of these fine men. May God always bless America and her outstanding military personnel.

ROBERT E. FLOOD, USS *Tennessee* (BB-40), Lcdr., born Dec. 16, 1920, San Francisco, CA. Attended University of San Francisco. Entered service in 1940 as Naval Reserve Midshipman at Northwestern University. Reported aboard *Tennessee* December 1940. On Ford Island at Pearl Harbor Dec. 7, 1941.



In 1943 accepted for flight training NAS Dallas. NAS Pensacola is where he received wings in April 1944. Was stationed at Jacksonville and NAS Whidbey Island 1943-1944, assembling flight crew in PBY aircraft. Assigned to Black Cat Patrol Bombing Sdn. VPB-71 at Samar, Philippine Islands. Awarded two Air Medals, latter became executive officer of the squadron. Was Staff Secretary NAS Alameda 1946. Attended Naval Photo School Pensacola 1947. Officer-in-charge Photo Interpretation Center, Washington, D.C. 1948. Administrative officer NAF Honolulu 1949. In 1952 began civilian career in the food business in San Francisco area, continuing up to the present as food broker manufacturers representative.

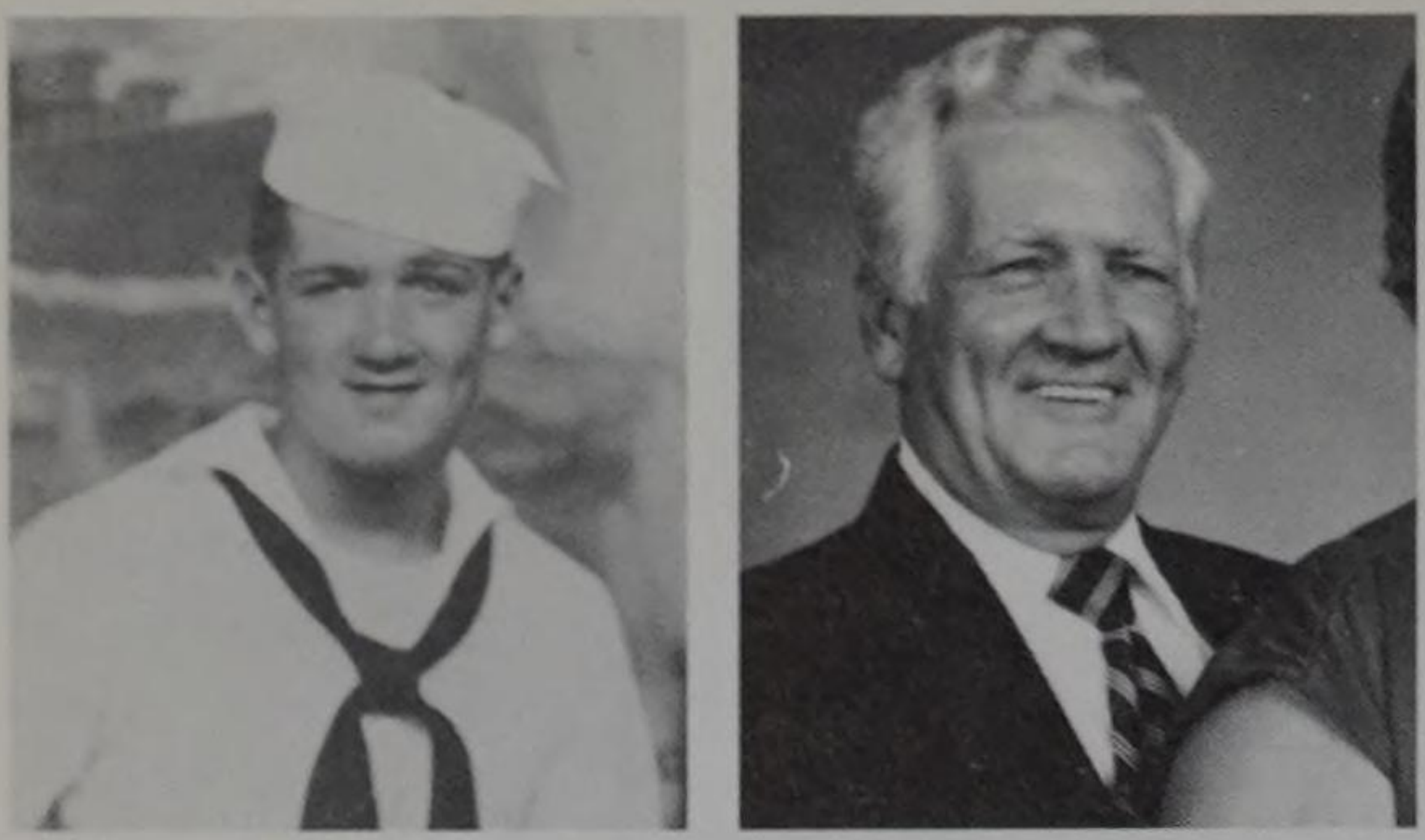
JORGE G. FLORES, FC 3/c, USS *Indiana* (BB-58), born April 23, 1920 in Piedras Negras, Cohauila, Mexico - attended school there.

After some border crossings, and some school years in Houston, TX, settled in Monterey, Mexico. After axis sank two Mexican freighters, and in appreciation to U.S. for some of his education, returned in January 1944. Enlisted in Navy. Boot camp and Fire-Control School in San Diego, CA. Graduated, upper 15% of class, FC 3/c. Went to Aiea Barracks, Oahu, HI—ammunition dump. Joined USS *Indiana*, selected for FA Div. - repair/maintenance of Anti-Aircraft Battery. (Battle station, AA Btry. computer room). Received commendation, Asiatic-Pacific Area Campaign Medal, three Stars, and WWII Victory Medal.

Honorably discharged Bremerton, WA Dec. 24, 1945. Returned to Houston, TX. Married Miss Felicitas Cerda in 1947. Have two sons, Mario and Daniel and a daughter, Maria. Is now retired.

JOSEPH C. FLORY, USS *Missouri* (BB-63), born April 11, 1926 in Manheim, PA RD#3. Enlisted in the USN March 14, 1944. Boot camp at Sampson, NY and training at Newport, RI. Got assigned to the USS *Missouri* June 11, 1944 as one of the original crew.

Received four ribbons with three Battle Stars as S.F.C. Witnessed the surrender ceremonies of Japan in Tokyo Bay and Mediterranean mission to Istanbul Turkey, Athens Greece, Naples, Rome, Tangier and

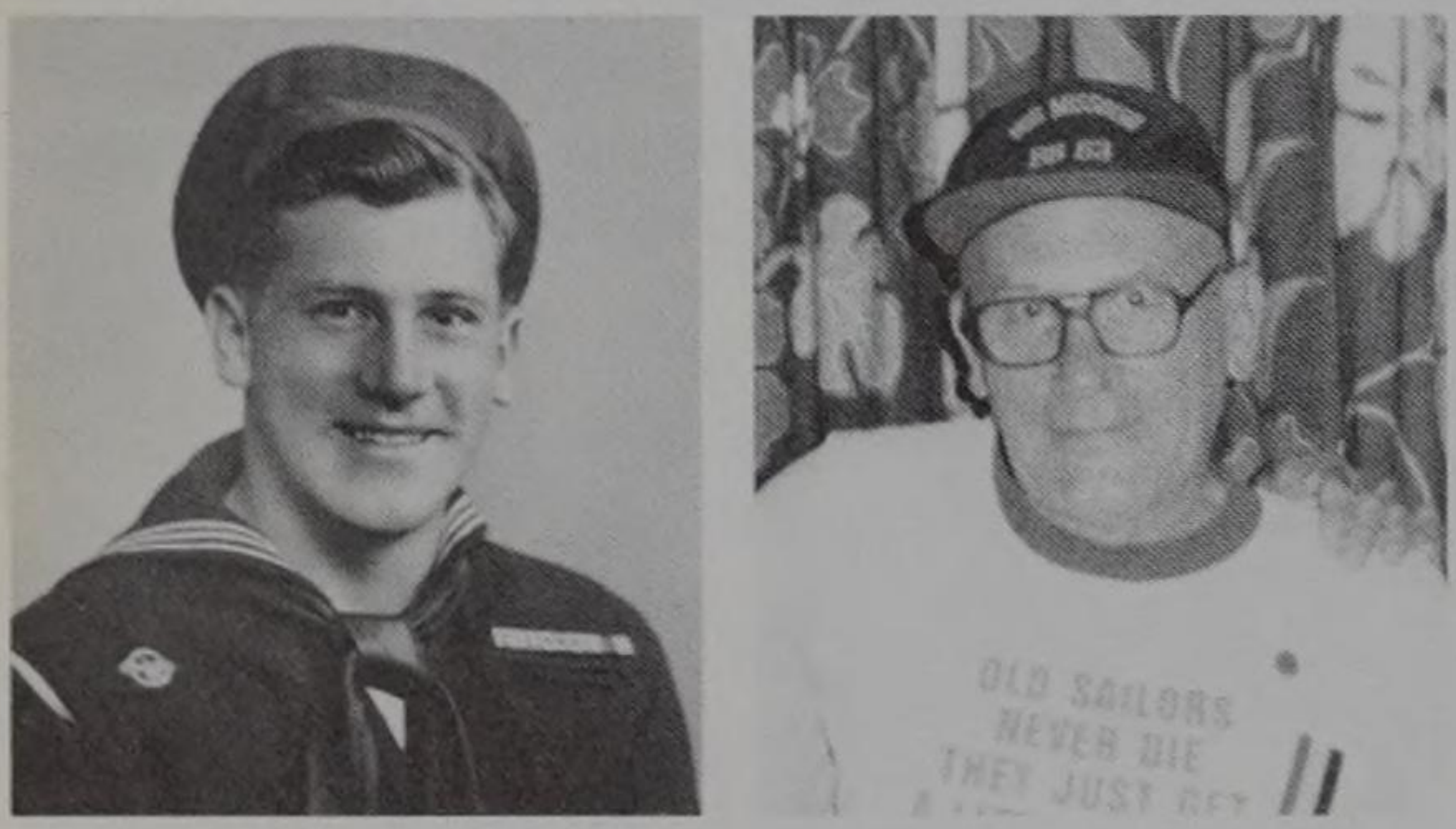


Morocco. Discharged May 12, 1946 from Bainbridge, MD.

Married Anna L. Wetzel on Dec. 22, 1947. Has two children and six grandkids. Was employed as a Hot Press Operator at R.M. Friction Co. of Manheim. Retired July 1, 1988 after 41 years of service. Enjoys flowers, gardening and camping.

Belongs to the USS *Missouri* Assn. and attends most of the meetings.

THOMAS F. FLUCK, USS *Missouri*, off Okinawa, Japan on April 11, 1945, our task group faced heavy Japanese air attacks. Ships fire put up curtains of shells against low flying suicide planes. A kamikaze dove-in aft of the Missouri, crashing onto her starboard main deck, forward of 16's turret 3. The fuselage splintered. Much of it, a wing and fortunately, the enemy's bomb load slipped over the side, exploding. The other wing was thrown forward in-board of five inch mount 3, below the signal bridge. Its 50 calibre gun pierced through the barrel of a 40's quad. A huge gasoline fire ignited the path, from impact point to gun mount 3, scorching everything in sight.



Stationed on the signal bridge, froze disbelieving the scene. Shaken into reality, nervously assisted other signalmen - grabbing hoses from upper levels, making necessary connections - helping to douse the flames. Hoses from lower levels led by fire control teams seem to come from all directions. Through the black smoke he briefly caught a glimpse of his buddy, Carl Erickson and a Marine. At their 20's station, near the fire, they yanked the cover off a 20's storage bin, tossing hot magazines over the side, with their bare hands, before they exploded. Meanwhile, Mo's gunners shot down another suicide attempt at her.

The clean up crew worked fast. Remains of the Japanese pilot were brought to sick bay for examination and proper preparation for burial. Miraculously no one aboard the *Missouri* was killed. However, many men did suffer from superficial burns.

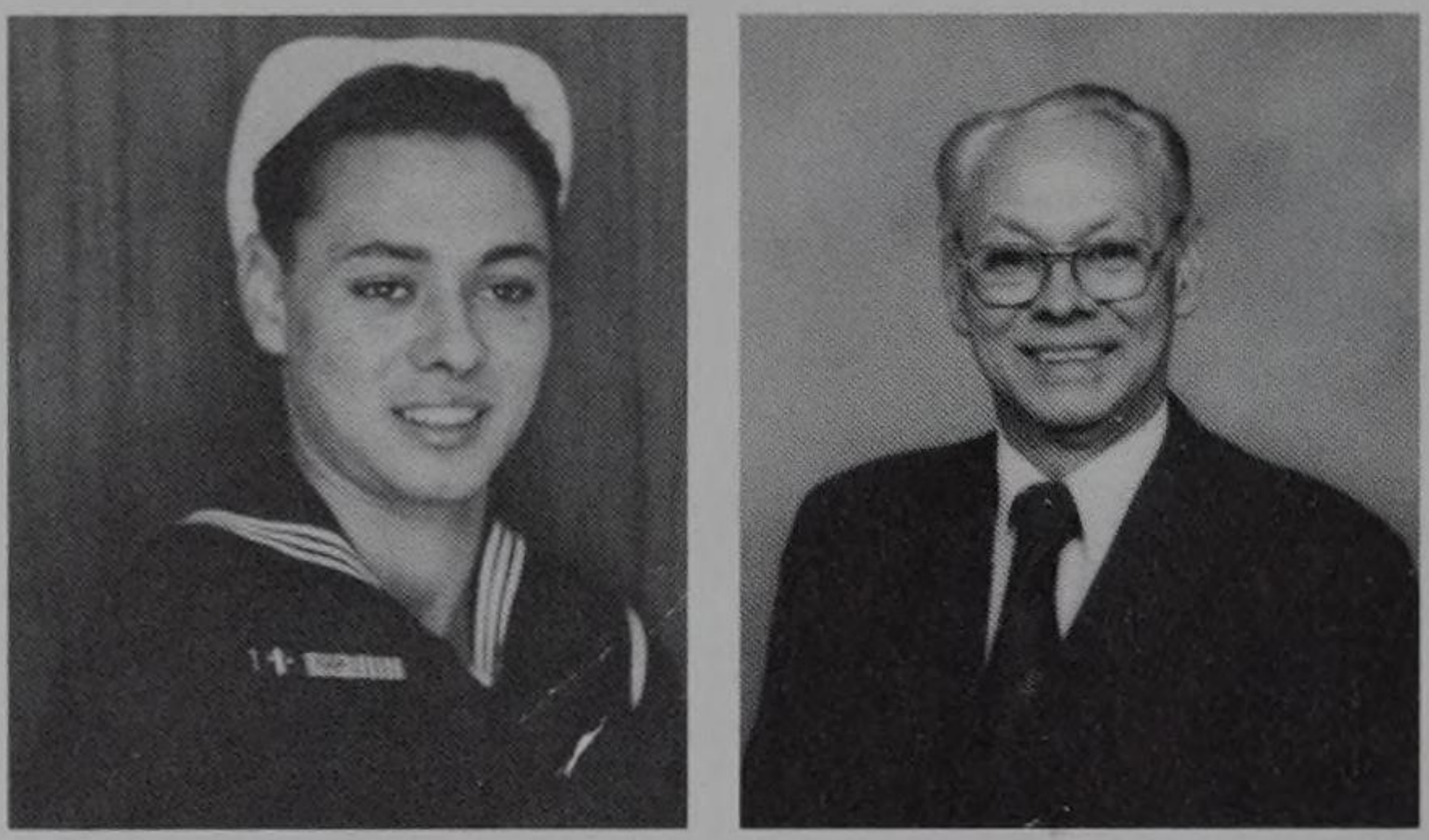
(Note: learned 33 years later that Carl Erickson's twin brother, Calvin was lead man on one of the hoses, from the main deck. Calvin kept watering down Carl. Shipmates yelled at Calvin, "What the hell are you doing? The fire is here!" Calvin yelled back, "I don't want my brother to catch fire!")

Three signalmen, working furiously during the night, sewed together (per specs) a Japanese flag, to be draped over the kamikaze pilot's remains.

Next morning, military burial was held. After the chaplain's prayer, *Missouri's* first C.O., Capt. William Callaghan gave the command to salute. Almost all refused. The Captain angrily gave them a sounding off, stating that the suicide pilot was only 15 years old, fighting for his country as they were. He further added that this kamikaze pilot was fighting for what he believed to be right. They were a civilized people and would salute the enemy for his bravery. Respect was shown at the Captain's second command. Those aboard the *Missouri* were slow in disbursing, after the young Japanese pilot's remains slid into the Pacific.

(Note: Met Rear Adm. William Callaghan 32 years later, at a USS *Missouri* reunion in Norfolk, VA. Being the first to greet him Fluck called him, "Skipper", apologizing later, for the title. He referred to the above mentioning his great admiration and respect for him. The admiral warmly said, "Skipper will do just fine!" In 1985 Adm. Callaghan and Fluck again met, at a *Missouri* reunion, Annapolis, MD. They greeted each other as long lost buddies.)

CLINE FONTENOT, (Frenchy), E-Div., USS *Pennsylvania* (BB-38), F 1/c. Was inducted into the armed forces in March of 1944. Was assigned to the Navy on April 1, 1944, and was then sent to USNTS Great Lakes, IL for boot training (eight weeks). After boot training, went home on a 30 day leave and after his return to USNTS, was sent to the Personnel Distribution Center, Shoemaker, CA. At this time, was shipped out on a troop transport (ship) which took him to Eniwetok Island. There he was assigned to the USS *Pennsylvania*, where he spent the balance of his time in the Navy.

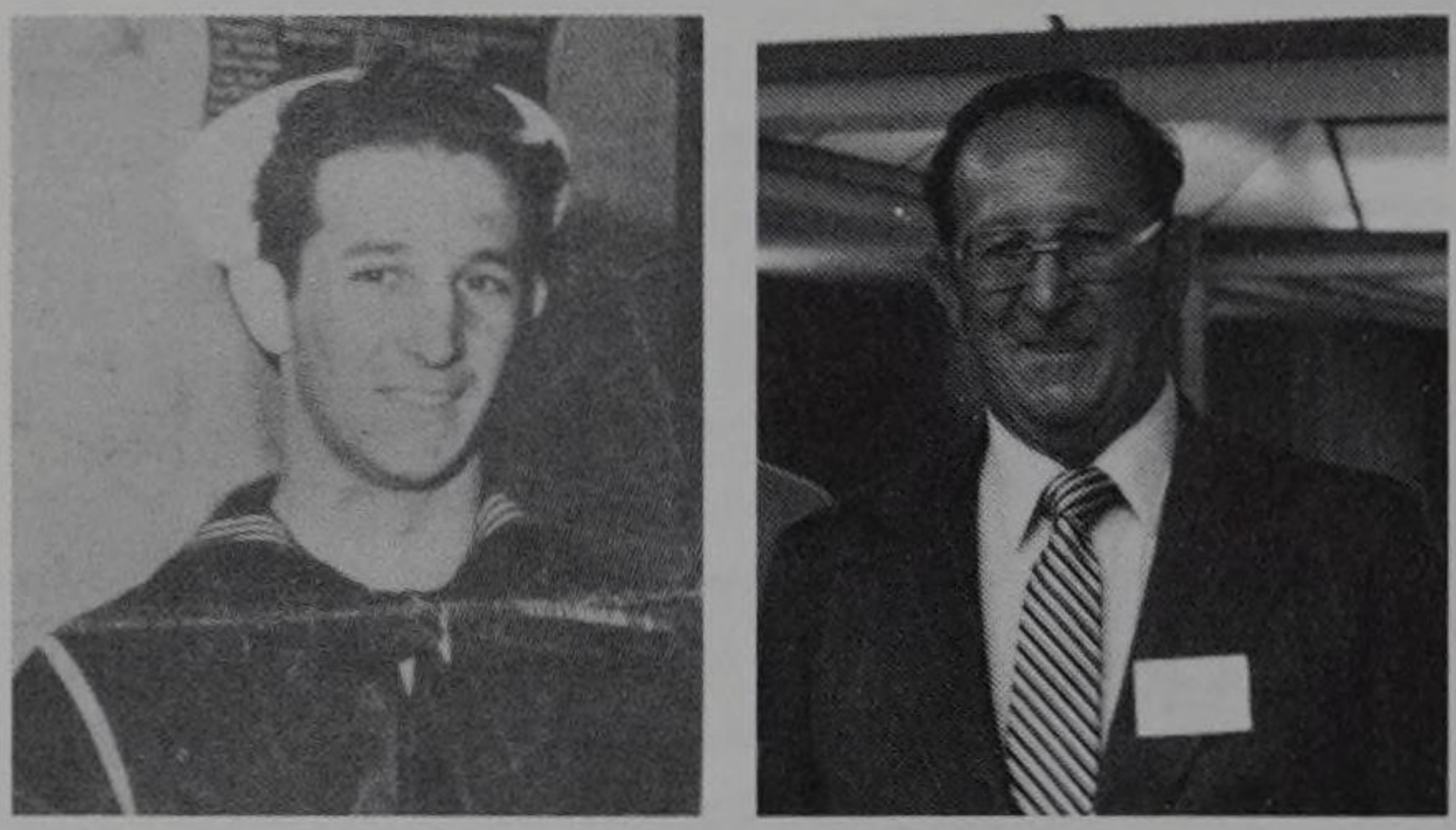


While stationed on the Flag Ship *Pennsylvania*, took part in the following combat operations: Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake and Okinawa. On Oct. 24, 1945 the USS *Pennsylvania* arrived at Bremerton, WA after earning five Battle Stars and the Navy Unit Commendation. He continued to serve aboard the *Pennsylvania* until Jan. 15, 1946, when he left for discharge. He was discharged at USNTS Great Lakes, IL on Jan. 23, 1946. He then returned to his home in Detroit, where he went back to his job at Ford Motor Company.

He was married to his wife (Ament) in January of 1947 and has two daughters. After 38 years of working at Ford Motor Company, Engineering, Product Development, he retired. He now spends his time doing volunteer work for his church and is actively involved as a member of the V.F.W. and Lions Club.

SHERAN M. FONTENOT, Ship Fitter, USS *Pennsylvania* (BB-38), enlisted in Navy Nov. 24, 1942.

Served in 13 combat operations. Earned 15 Battle Stars. Received the Navy Unit Commendation Medal, Presidential Citation and Good Conduct Medal.



August 12, 1945, was on security watch. Received phone call to take sounding and keep gamblers out of some areas. Stayed there until relieved which was four minutes to nine p.m. Went to shop and gave pistol and orders to relief. Went to bunk where Whitty, Lambert, Jess Dennis, Merritt and Bundy were asleep. Not more than five to ten minutes, when WHAM! Didn't have time to reminisce. Kept busy for the next 48 hours before resting. Kept ship afloat pumping water out of damaged area. Didn't get much sleep for the next month or so. Might have been last man to see all 21 of those men alive. For years have thought of that and how lucky he was not to be killed too.

GILES T. FORD, (S1/c), USS *Wisconsin* (BB-64), born Oct. 16, 1924 at Denniston, VA. Attended school at Cluster Springs, VA.

Entered U.S. Navy December 1943 and was sent to Bainbridge, MD for boot training. Then to Newport, RI for more training, and then went aboard the USS *Wisconsin* in Philadelphia Naval Yard.

Entered the Pacific sometime later in war zone around Leyte and ended up in Tokyo Bay. Was in the "L" Div. for the whole time. He was discharged in Shelton, VA in January 1946.

Worked for a Lincoln & Mercury dealership in Hampton, VA for six years until 1952. Then worked for Sears, Roebuck & Company until he reitred in July 1981. *(Photo on page 219)*

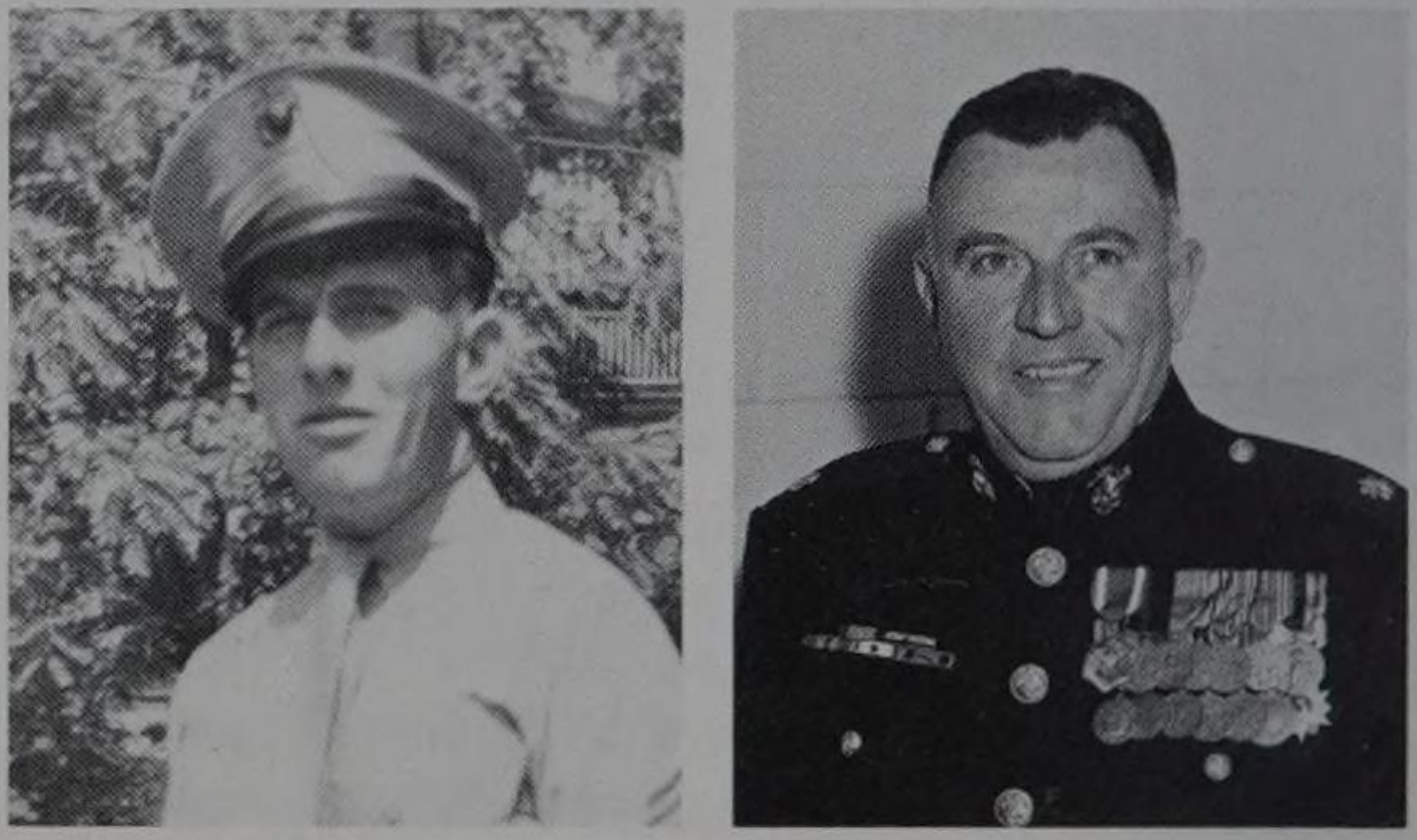
HAROLD P. FORD, GM 3/c, USS *South Dakota* (BB-57), (Old Nameless, So Daj, and Battleship X), born June 18, 1924 in Red Lake Falls, MN. Was inducted into the Navy on Jan. 11, 1942 and assigned to the USS *South Dakota* in March of 1942. He is a plank owner, as he was aboard at the ship's commissioning on March 20, 1942. Served on this battleship in the 3rd Div., Turret No. 3 entire enlistment, being discharged Nov. 16, 1945.

The first duty he had was in the 16-inch powder magazine. In order to fire one shell it took six bags of powder (each having 98 lbs. of powder). The shells were capable of going 20 miles. Later became a phone talker and remembers seeing the Princeton "blow" while watching through the periscope.

The proudest memories for him was being in Tokyo Bay for the signing of the Japanese surrender and being aboard the USS *South Dakota* when it led the 3rd Fleet back into San Francisco and knowing that this ship and crew had contributed to ending WWII.

Following discharge, he returned to his home in Minnesota and was employed by the Red Lake Electric Coop for 40 years and is now retired. He is married and has six children and eight grandchildren.

JOHN E. FORDE, JR., USS *Arkansas* (BB-33) (1941-42), Lt. Col., USMC (Ret.), born Cambridge, MA May 25, 1922. Attended elementary schools in Watertown and Lexington. Graduated from Brighton High School 1940. Enlisted in the USMC July 22, 1940. Saw service with Marine Detachment, USS *Arkansas* (BB-33), on North Atlantic Patrols and convoy duty to Iceland. After leaving the "Arkie" in April 1942, saw continuous active service with the 1st Marine Div., Fleet Marine Force, in WWII, Korea, and Vietnam. Retired from active duty June 30, 1977.



Worked as a nuclear emergency preparedness planner with Southern California Edison's San Onofre Nuclear Generation Station (SONGS) in California, and Public Service Electric and Gas' Nuclear Generation Stations (Hope Creek and Salem) on Artificial

Island (Salem), NJ. Retired Nov. 1, 1985. Member of Camp Pendleton Branch #313, Fleet Reserve Assn. since June 30, 1977, and the ABA since 1985.

JOHN L. FOWLER, USN, USS *Idaho* (BB-42), Boatswain's Mate 1st Class, born Sept. 19, 1922 in Springfield, MO. Enlisted July 17, 1941 in St. Louis, MO. Six weeks boot camp at Great Lakes, IL.

Served aboard the following ships: USS *Idaho* (1941-1943); USS *McKee* (DD-575), (1943-1944); and USS *Wyandot* (AKA-92), (1944-1946).

Things he remembers about pre Pearl Harbor days while serving aboard USS *Idaho*. How cold it was on lookout watches on graveyards. In Iceland and up around the Arctic Circle with Battle Div. #3. The German U Boat attacks. The sinking of the Destroyer USS *Reuben James* (DD-245). Went aboard the USS *Kearny* (DD-432), after she had been torpedoed. What he saw made him sick. No Battle Stars for the N. Atlantic Patrol. This was all pre Pearl Harbor. Nine Battle Stars while serving on the USS *McKee* (DD-575), three Battle Stars while serving on the USS *Wyandot* (AKA-92). Hardest time was serving in the 5th Amphibious Force during the Okinawa Campaign. Ship was hit with bombs. Trip to China.

Now retired from Mobil Chemical Co. (37 years). Married 44 years. After all this the only two things he can trust are his old wife and his old dog.

GORDON L. FRAILEY, WT 2/c, USS *Iowa* (BB-61), born June 12, 1922 in Irvona, PA. Assigned to the USS *Chester* (CA-27) and then assigned to the USS *Elakomin*, a Navy oiler, went aboard the USS *Iowa* in 1943. On Jan. 2, 1944 *Iowa*, flagship of Battleship Div. 7, sailed for the Pacific Theater of War and made her debut January 23, in the campaign for the Marshall Island.

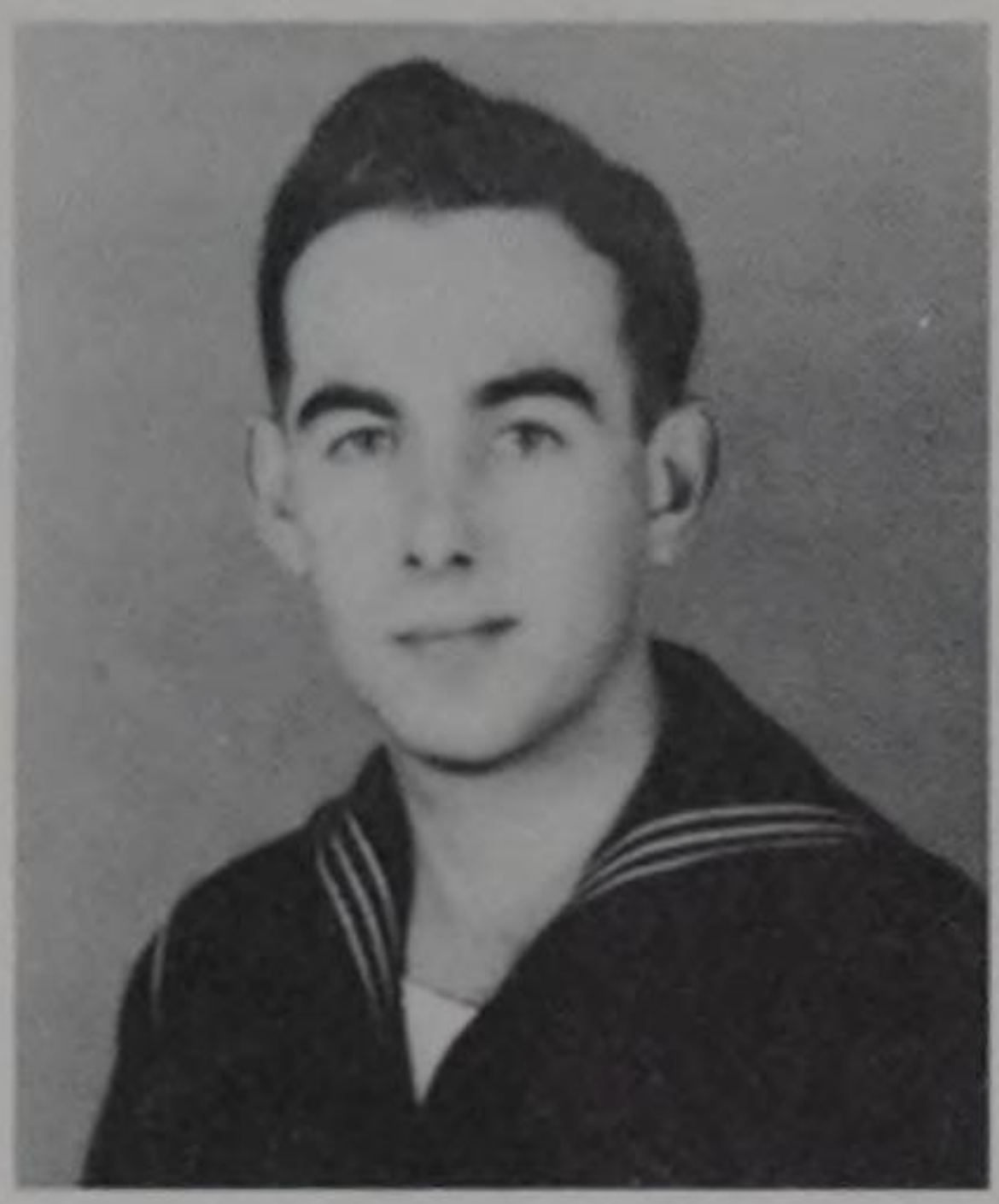
Iowa entered Tokyo Bay Aug. 29, 1945 and was one of the support ships in the landing of occupation forces on August 30. She left for the United States September 20, arriving at Seattle on October 15.

Left the Navy 1946, worked as a lineman, drove semi-tractor trailer and now is a semi-retired barber, has enjoyed life very much since he has accepted Jesus Christ as his personal Saviour.

Is very proud that he had been assigned to the greatest battleship ever built, by the greatest nation in the world.

JOHN W. FRANK, Yeoman First Class, USNR, USS *Alabama* (BB-60), born May 26, 1920 in Allentown, PA. Attended 12 grades of school in Allentown, PA. Joined U.S. Navy Dec. 10, 1941. Completed boot camp in Newport, RI. After completion of training, assigned temporarily to the USS *Indiana* (BB-58) for a period of three months, then transferred to the USS *Alabama* (BB-60) three months prior to the commissioning date Aug. 16, 1942. Served aboard the *Alabama* continually until February 1945, then transferred to U.S. Naval Station, Bremerton, WA. Honorably discharged September 1945.

Early 1945 married childhood sweetheart and blessed with one great daughter.



After many years serving in an executive capacity for a major "Retail Organization", retired to the sunny southern part of the U.S.A. to pursue most enjoyable hobbies - golf and tennis.

The USS *Alabama* (BB-60) was awarded nine Battle Stars along with other awards for operations performed during WWII for outstanding accomplishments of which he is very proud to say; he was a crew member serving his country aboard the USS *Alabama* (BB-60).

The USS *Alabama* Crewmen's Assn. Reunion held aboard ship annually in April in Mobile, AL, is an outstanding event, re-uniting old shipmates and rekindling the friendships always to be remembered throughout one's life.

E.C. FRANKS, USS *Alabama* (BB-60), born Aug. 28, 1923, in Sandersville, GA. Enlisted on April 22, 1942, F/C 3rd Class FM Div. Boot camp at Norfolk, VA. Assigned to USS *Alabama*, July 1942, was aboard during Commission Ceremonies (Plank Owner). Served aboard the *Alabama* for the duration of the war, with the best crew and family in the Navy.

They earned 11 Battle Stars during their operations (credited with only nine). From the Norwegian Invasion Feint to Tokyo Bay, they saw the land of the midnight sun to the sun setting upon Japan. Upon their arrival in the Pacific they pulled into the Fiji Islands which was the most inspiring sight he thinks he has ever seen. You have seen it in the movies but this was the real South Pacific in all of its beauty right before you. On their first operation in the Pacific they had steak and eggs for breakfast. Their operations were the Gilbert Islands, Eniwetok, first and second Truk Raids, Marshall Islands, Tarawa, Saipan, Tinian Battle of the Philippine Sea. They were under a 13 hour kamikaze attack.

The mighty "A" (some called them the Lucky "A", because they never took a hit from the enemy) was given the honor of the lead Big Ship entering Tokyo Bay for the Surrender Ceremonies.

Was discharged Nov. 26, 1945, Jacksonville, FL. Worked for Southwestern Bell Telephone Co. (Texas), as Chief Switchman for 21-1/2 years, married his wife, a Texan at Beaumont, TX. Retired from the telephone company, went into the Office Supply Business, still working at it for 19 years. They have a son and a daughter, four grandchildren, three boys and a girl. They now live at Lake City, FL.

C. NELSON FRAZIER, USS *Arkansas* (BB-33), born Oct. 6, 1926 in Jackson, MS. Joined the Navy May 1944, boot camp at Camp Perry, VA. Went aboard the "Arky" September 1944. Left the ship April 1946. Was aboard the ship in all Pacific Operations. The two most remembered Iwo and Okinawa. The greatest thrill—steaming into Seattle, WA after the war with all flags flying and all crew at quarters and the ships that came out to welcome us home.

Attended college in Los Angeles. Became newspaperman in Los Angeles, Portland, OR and Dallas, TX. Returned home to Jackson, MS 1959 to join the furniture company his father founded. He is married and has four children and is retired. Looks forward to "Arky" reunion each year.

EVERETT NEWELL FROTHINGHAM, Lt., USS *Missouri* (BB-63), born Nov. 13, 1921 in Newburyport, MA. Attended Amesbury High School and Tilton Jr. College. Enlisted in Navy Nov. 21, 1941.

He was stationed at NAS Jacksonville, FL NAS Quonset, RI, aboard USS *Missouri*, NAS Norfolk, VA and Floyd Bennet Field, NY.

He received the American Campaign Medal, American Defense Service Medal and the WWII Victory Medal.

He was lost at sea Feb. 10, 1945 in the Ulithi Islands (Pacific).

Married Regina Anne Blazek (deceased) June 15, 1943. He has two children and five grandchildren.

JAMES FREDERICK GABBERT, JR., RM 3/c, USS *New Jersey* (BB-62), born Nov. 28, 1945 in Aberdeen, WA. Joined USN Jan. 20, 1966. Stationed NavCommSta Key West, assigned to NTC Great Lakes for Basic Electronics/Electricity School; NTC Bainbridge for Radioman Class A School; FTC San Diego for Precommissioning training; USS *New Jersey* for commissioning and deployment to WESTPAC. Plank owner.

Onboard Sept. 30, 1968 on gun line off North Vietnam as radio-teletype operator in OR Div. Served onboard during decommissioning in Bremerton, WA and discharged Oct. 17, 1969.

Awarded Combat Action Ribbon, Presidential Unit Citation, Navy Unit Citation, National Defense Medal, Vietnam Service Medal with two Bronze Stars, Vietnam Campaign Medal (RVN) with device, Vietnam Presidential Unit Citation with Palm Leaf.

After discharge, Fred was graduated from Virginia Polytechnic Institute and State University in 1974 with a Bachelor of Arts degree in Education and an ROTC commission as a Second Lieutenant in the U.S. Army. Served three years with the 57th Signal Bn. (C) in Fort Hood, TX. Resigned commission in July 1977 as First Lieutenant.

Employed ten years with Filter-Media Company in Houston, TX, achieving vice-presidency of the privately-owned company. Presently (1989) self-employed in liquid filtration sales and service.

JOHN H. GAINER, S 1/c, USS *Wisconsin*, born Nov. 30, 1925 in Elizabethtown, PA. Entered the U.S. Navy on Dec. 18, 1943. Upon arrival in Bainbridge, MD, spent six weeks in boot camp.

Following boot camp was stationed at N.T.S. Newport, RI. On April 16, 1944 reported to the Philadelphia Naval Yard for the commissioning of the USS *Wisconsin*. After the shakedown cruise left for the Pacific to join the 3rd Fleet the date was Sept. 24, 1944.

Operations with the 3rd Fleet included Luzon, Leyte, Iwo Jima, Okinawa and air attacks on Japan. Returned

to U.S. in October 1945. Upon arriving at Naval Hospital, Treasure Island, CA, for a leg operation, then left the U.S. on December 1945 on the USS *Lubbock*. He then reported to the USS *Wildcat* (AW-2) in the Philippines where he was stationed until discharge dated May 6, 1946 in Bainbridge, MD.

Combat Medals earned while aboard the USS *Wisconsin* are as follows: Pacific Theatre (ten Stars), American Theatre, Victory Medal and Philippines Liberation (one Star).

He is a retired Supervisor with the M&M/Mars Corp.

EDWARD CHARLES GALLAGHER, S 1/c, USS *Missouri* (BB-63), born March 9, 1927 in Lowell, MA. Attended Portland Tech. Enlisted in Navy March 17, 1944. Discharged May 13, 1946.

Remembers the commissioning party at Waldorf Astoria. Also, Tokyo Bay and the kamikaze planes.

He is married with four children and 11 grandchildren. He owns Gallagher Refrigeration Company.

GEBHARD A. GALLE, MM 1/c, USS *Nevada* (BB-36), born in Germany. Joined the Navy Dec. 18, 1939, Minneapolis, MN. Took training at Great Lakes Naval Training Station. Was shipped to San Pedro, CA, went aboard USS *Nevada* May 1940, was in deck force, 2nd Div. for about six months. Then transferred to "A" Div., worked in the dynamo's for about ten months, and transferred to the Ice machines, was there until Pearl Harbor. His GQ station was Ice machine room, and stayed there until about 2300 hours, when was asked to go down into dynamo room for relief, because they did not have any air ventilation in dynamo room, temperature was about 130°, most operators passed out due to high temperature. One other operator and he secured and/or shut down dynamo about 2330 hours, no power after that time due to excess water in steam. Was transferred off the USS *Nevada* the next morning to a ball park ashore where they were fed.

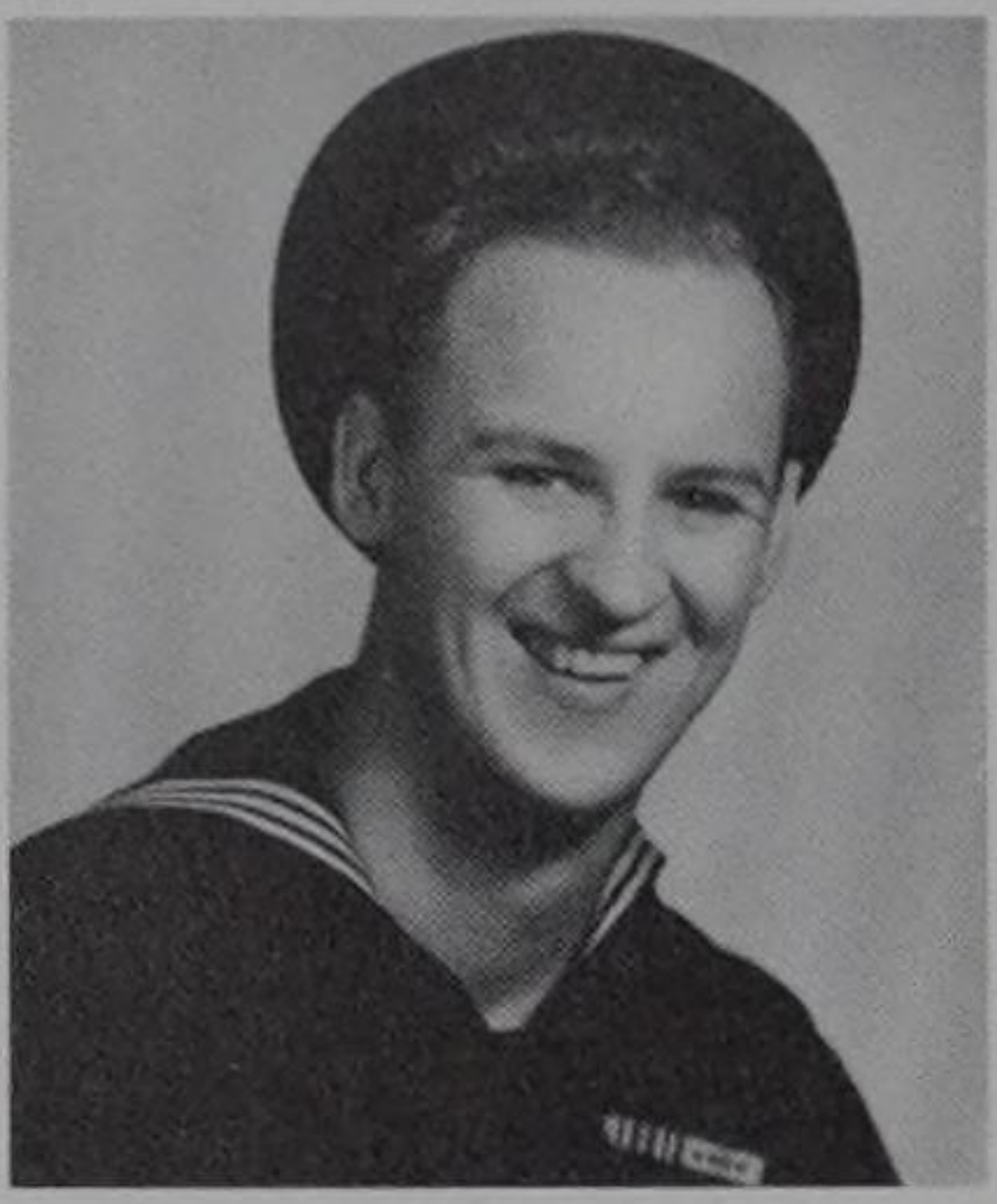
From Pearl Harbor was assigned to the USS *Northampton*. Duty station was the Ice machines and repair water coolers and to keep the Gedunk stand operating. The night (November 1942) they got hit he was in the ice machines room alone. The torpedo split the bulkhead and water started to come in, then went topside and noticed the after part of ship was on fire. Tried to go forward on topside and then below deck, but was unable, so started back to topside, and heard knocking on the hatch to the after steering room, because it was dogged down from top, tried to let the four people out, but was ordered by an officer to leave it closed for water tight security reason. After he left, opened the hatch, let the four men out and then secured the hatch again, they were taking on water in the steering room. After that they all went to topside and jumped off and found two rafts, there were about 80 men on the two rafts, were picked up the next day, after about 16 hours in the water. Were picked up by two PT boats and taken to Tulagi Island. There the Army gave them food and clean clothes and sent into New Caledonia for a ten day rest period. Then was shipped back to the United States, landing in San Francisco, CA, was issued a new sea bag with all new clothes, and given 30 day leave. Then reported to Newport News, VA where he received the Presidential Citation for saving the lives of the four men from the after steering room.

Then he was assigned to the USS *Mobile* and three months later went through Panama Canal and back to the Pacific to join the 3rd Fleet. Was on the USS *Mobile* until the end of the war. Was first of 13 people with enough points to be shipped back to the United States for discharge, which he received at Shoemaker, CA.

Received following medals: Asiatic Pacific 19 Stars, American Area, Philippines Liberation two Stars, American Defense one Star and Victory.

Served on following ships: USS *Nevada* (BB-36), USS *Northampton* (CA-26) and USS *Mobile* (CL-63).

RALPH W. GALOW, USS *Tennessee* (BB-43), enlisted in U.S. Navy in 1943. Completed boot training at Sampson, NY Naval Training Station, and was assigned Radio "A" School at Bainbridge, MD. Upon successful completion of "A" School, was assigned Pacific Fleet where he went aboard USS *Tennessee*. Served aboard until end of WWII. Then, *Tennessee* and sistership *California* made a goodwill tour around the world, leaving Tokyo Oct. 10, 1945 and arrived in Philadelphia, December 1945.

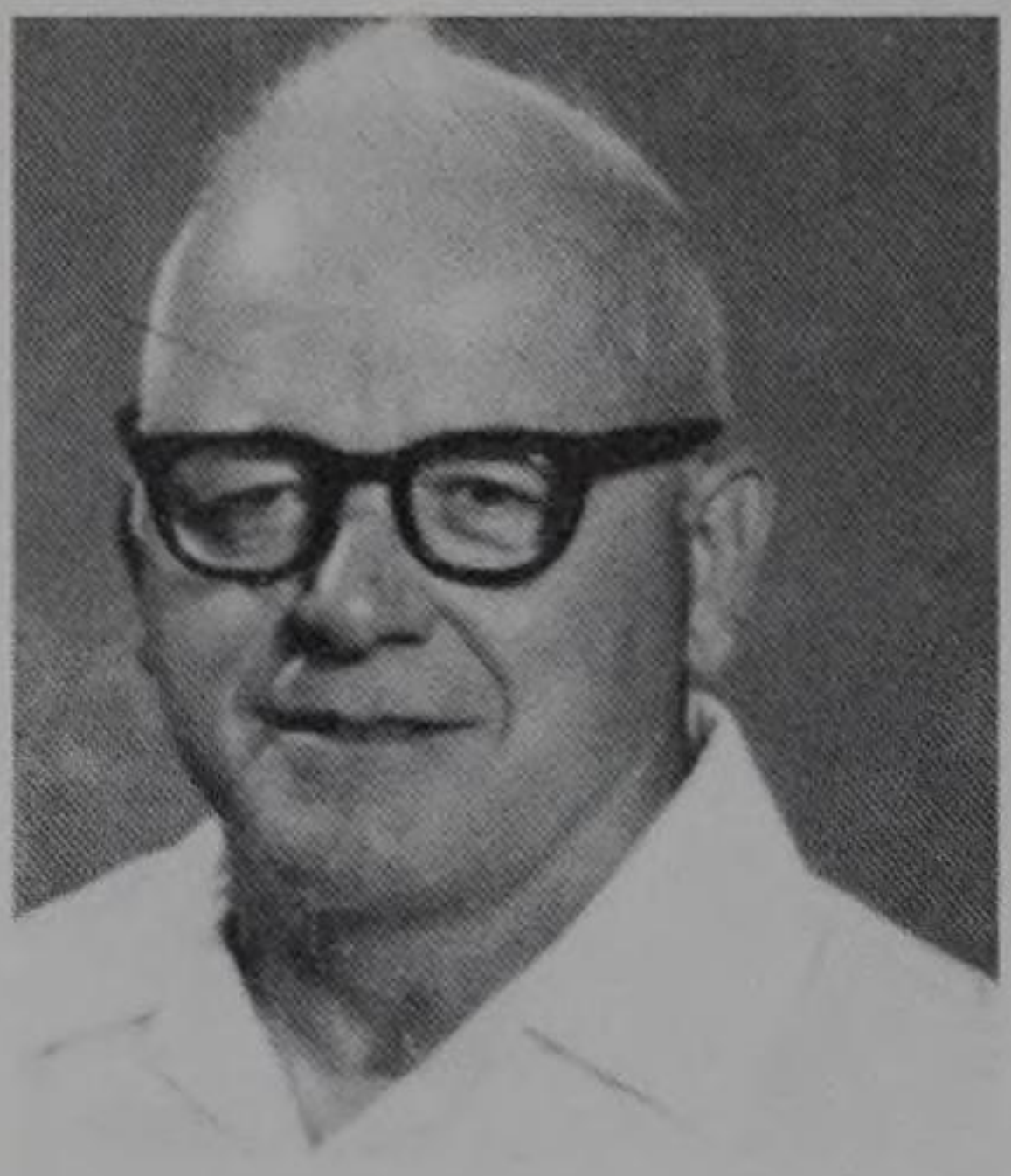


After discharge, attended Philadelphia Wireless Technical School and qualified for a FCC Commercial Broadcasting license. Has been employed since in broadcasting. Married hometown girl and has two sons. Chris, mentally handicapped living at home, and Scott, now on active duty as an AZC in U.S. Navy. Served as President of the Montgomery County Retarded Childrens Assn., Scoutmaster of Troop 33, and is an Ordained Elder of the Presbyterian Church.

At present, he is the Secretary/Treasurer of the USS *Tennessee* Reunion Assn. Along with his wife, Fay, edit and publish the "TENNESSEE TAR" newsletter.

MICHAEL MICKEY GANITCH, Sr. Chief Quartermaster., born Nov. 18, 1919 in Mogadore, OH. Enlisted in Navy Jan. 21, 1941.

He served on the USS *Pennsylvania* (BB-38), USS *Fillmore* (APA-83), USS *Niagra* (APA-87), USS *Union* (AKA-106), and the USS *Mount Katmai* (AE-16).



The Pennsy was in dry dock at Pearl Harbor Dec. 7, 1941. Received one bomb on the boat deck. It went through two decks and exploded on the main deck - 23 men were lost. Was well protected during the attack as he had his football uniform on (they were scheduled to leave the ship to prepare for the championship game with the USS *Arizona* for the Fleet championship that afternoon).

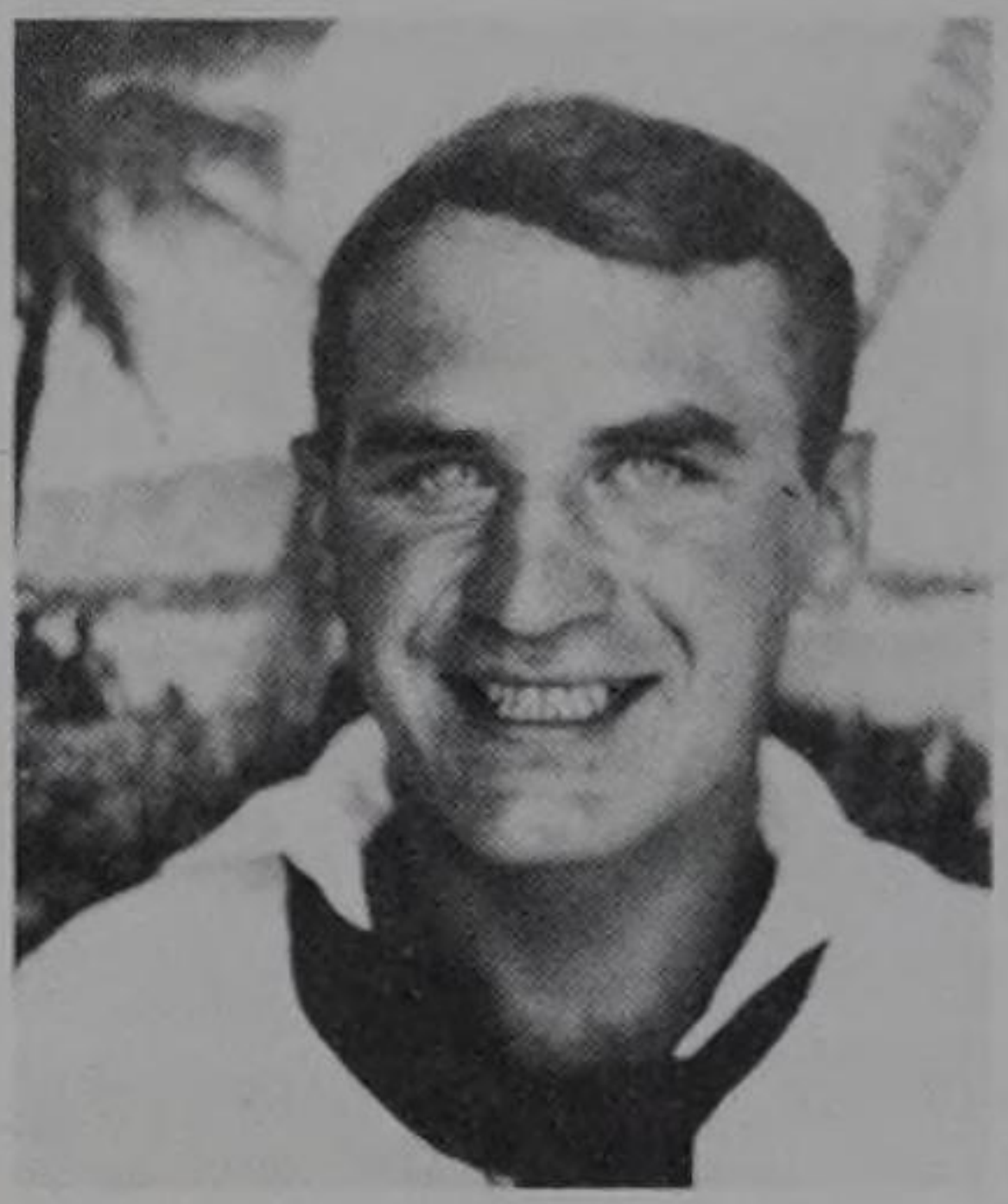
During the invasion of Leyte Gulf, in the Philippines, he was helmsman for battle stations on the *Pennsylvania*. They were underway with many other ships in Leyte Gulf. They were giving fire support to the invasion forces. A kamikaze plane hit the destroyer *Abner Reed*. The explosion set off the torpedoes. The word came over the ship's radio to be alert for torpedoes. The lookouts reported a torpedo coming towards them on the starboard bow. The OOD told him to put on hard left rudder (found out that this was a mistake as the Captain ordered right rudder and to bear toward the torpedo). When the Captain saw that the ship was swinging to the left he directed Ganitch to put on hard right rudder. He did this as fast as he could. It was plain that the torpedo was coming broadside on the starboard. Word was passed throughout the ship to brace for a torpedo coming in. The torpedo passed underneath them as it was set deeper than their 33 feet, which was the draft of the ship!

He was discharged Oct. 10, 1963.

Married Barbara Church on Sept. 14, 1963. They have three children, 14 grandchildren and eight great-grandchildren. He works for a courier service company.

CHESTER S. GAPA, FC 1/c, USS *Tennessee*, born June 10, 1917 in Cleveland, OH. Enlisted in Navy 1938. Boot camp at Great Lakes, IL.

Served aboard USS *Tennessee* November 1938-December 1944. Sent to Fire Control School in Washington, D.C. December 1944-April 1945. Went to Philadelphia Navy Yard to put USS *San Marcos* (LSD-25) in commission. From Philadelphia went to South Pacific to Iwo Jima and Okinawa. Participated in following battles: Pearl Harbor, Coral Sea, Midway, Kiska Bay, Tarawa, Marshall Islands, Roi, Namur, Eniwetok, Saipan, Tinian, Guam, Leyte Gulf and Surigao Straits.



He received the WWII Victory Medal, Asiatic-Pacific Theatre Medal and the Navy Unit Commendation.

He was discharged Oct. 5, 1945. Joined reserves in May 1948. Called back to active duty February 1950 for Korean Conflict. Spent 18 months aboard USS *Kula Gulf* (CVE-108). Discharged May 1952.

Married Mary E. Parsons Sept. 7, 1946. They have three children and two grandchildren. Retired as a truck driver June 10, 1974.

He is a Life Member of the following: Pearl Harbor Survivors Assn., USS *Tennessee* (BB-43) Assn., V.F.W. Post 5108 (Marietta, OH) and the Military Order of the Cooties (Marietta, OH).

CAESAR B. GARCIA, USS *Wisconsin* (BB-64), SN (ET), born September 1919 in Nuevo Laredo, Mexico. Attended elementary schools in San Antonio, TX and also graduated from high school.

Tried to volunteer in 1940, but was turned down as he was not a citizen at that time; however, in 1944 he joined the U.S. Navy where he won the school's command light heavyweight open class boxing championship.

Assigned to the USS *Wisconsin* in the Pacific as a unit in Adm. Wolsey's 3rd Fleet. Participated in the major battles, Okinawa, Iwo Jima, Philippines and the bombing of Japan prior to the atomic bombings.

Returned to civilian status in 1946 and began working for the Air Force Logistic Command (Kelly AFB). He became the section chief of B52 aircraft maintenance prior to retirement in 1975.

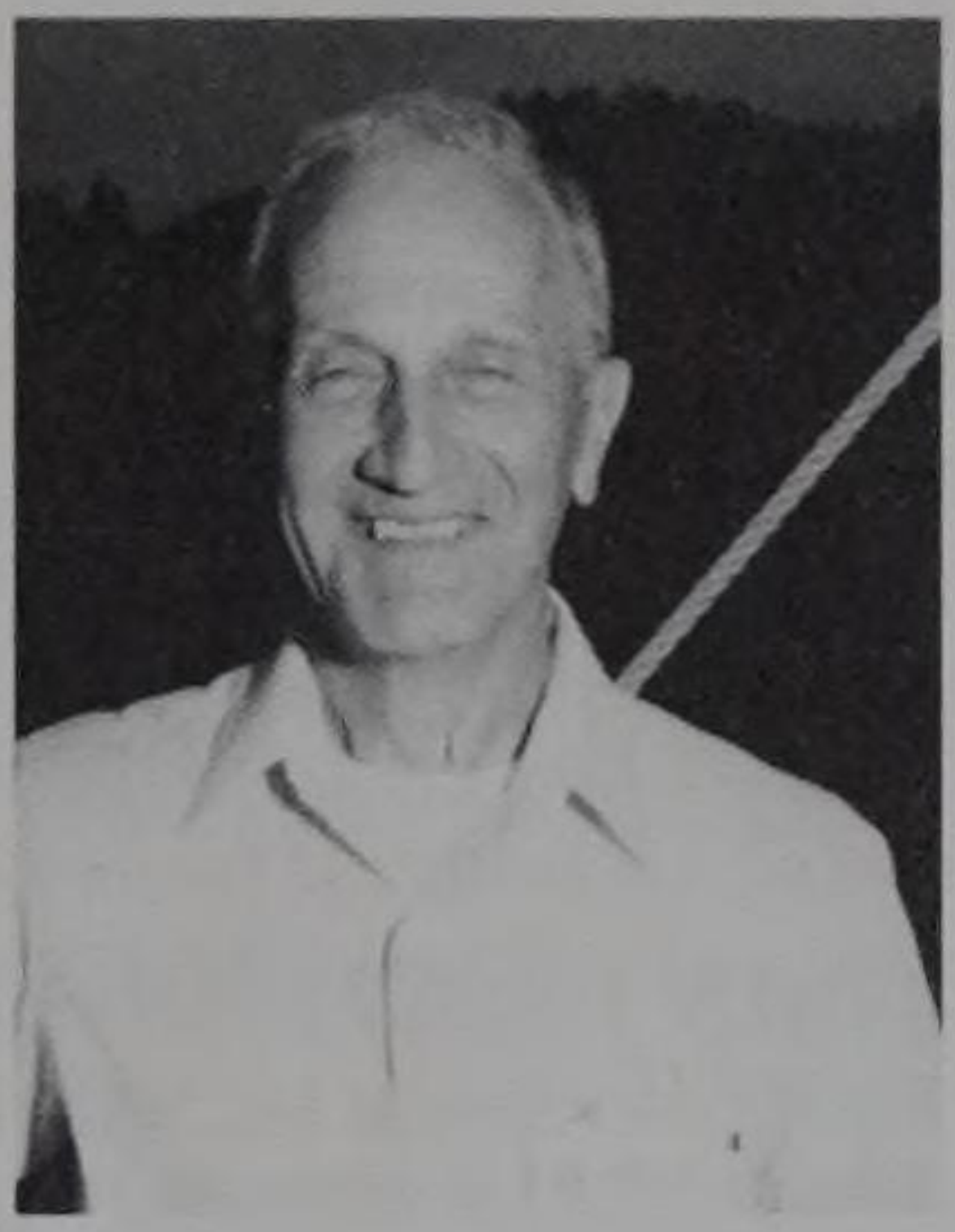
In 1948 joined the U.S. Naval reserve and attained the rank of chief electronics technician. Left the reserves in 1961.

Of interest is that after retirement he returned to college (University of Texas) and received a degree in foreign languages.

He is married and father of four children.

JOEL E. GARNER, USS *Nevada* (BB-36), BM 2/c. Enlisted June 1942 in Seattle, WA and trained at USNTS San Diego, CA. Served in No. 1 turret on USS *Nevada* during the Aleutian Invasion, then North Atlantic convoy to Great Britain.

Transferred 1943 to the *Quincy* (CA-71) in 20 mm anti-aircraft, to participate in D Day landing at Normandy, thence to the Mediterranean landings at Toulon, Nice, and Marseilles.



Ferried President Roosevelt and staff to the Yalta Conference; hosted Winston Churchill and Anthony Eden; and received the Kings of Saudi Arabia, Egypt, and Ethiopia while anchored in the Great Bitter Lake in the Suez Canal.

Transferred to carrier task force to both 3rd and 5th Fleet, Pacific, for strikes against Okinawa and Japan, making *Quincy* the only ship to have struck both Fortress Europe and Fortress Japan. After 58 days at sea, the *Quincy* entered Tokyo Bay for the surrender.

He was discharged October 1945 and returned home to Colville, WA. He is retired from the U.S. Postal Service, and now enjoys spending time on his hobby of woodworking and as a member of the USS *Nevada* Assn.

LYLE W. GARRETT, Seaman 1/c, USS *North Carolina*, born in Lakeview, OR. Enlisted in Navy in 1942.

Lyle's most memorable experiences are the typhoons, the Japanese surrender and arriving at Boston after the war. He has always been proud to be a sailor and to have served on the great "show boat" battleship USS *North Carolina*.

He received the American Campaign Medal, Asiatic Pacific Campaign Medal w/13 stars, WWII Victory Medal, Navy Occupation Service Medal, China Service Medal, National Defense Service Medal, and the Philippines Liberation Medal w/one Star.

He married Fran Ann Niles. They have three children: one deceased, Mike and Joy, and one grandchild Matt. He is a self-employed rancher.

JOHN J. GARZARELLI, Seaman, USS *Missouri* (BB-63), born Sept. 7, 1926 in Clayton, NJ. Enlisted in Navy March 10, 1944. Stationed in South Pacific. Was discharged March 10, 1944.

He is married with three children and four grandchildren. He retired Sept. 10, 1988.

AIME HAROLD GAUVIN JR., (Ted), EM3, USS *Wisconsin* (BB-64), born Oct. 31, 1934 at Manchester, NH. Attended St. Anselms College. Enlisted in Navy April 21, 1953. Was discharged May 1957.

Served during Korean Conflict, battleship duty (turret #2). Helped train midshipmen in physical fitness.

Married Gina Mari in 1956. They have eight children and 22 grandchildren. Works as Sr. Account Executive for the Orlando Sentinel.

GEORGE A. GAVITT, BM3, born Dec. 3, 1930 in New London. Enlisted in Navy May 2, 1948. Boot training in Great Lakes, IL.

He served aboard the USS *Rochester* (CA-124), USS *Iowa* (BB-61), USS *Fidelity* (MSO-143), USS *Sandeling* (MHC-49) and USS *Horace*.

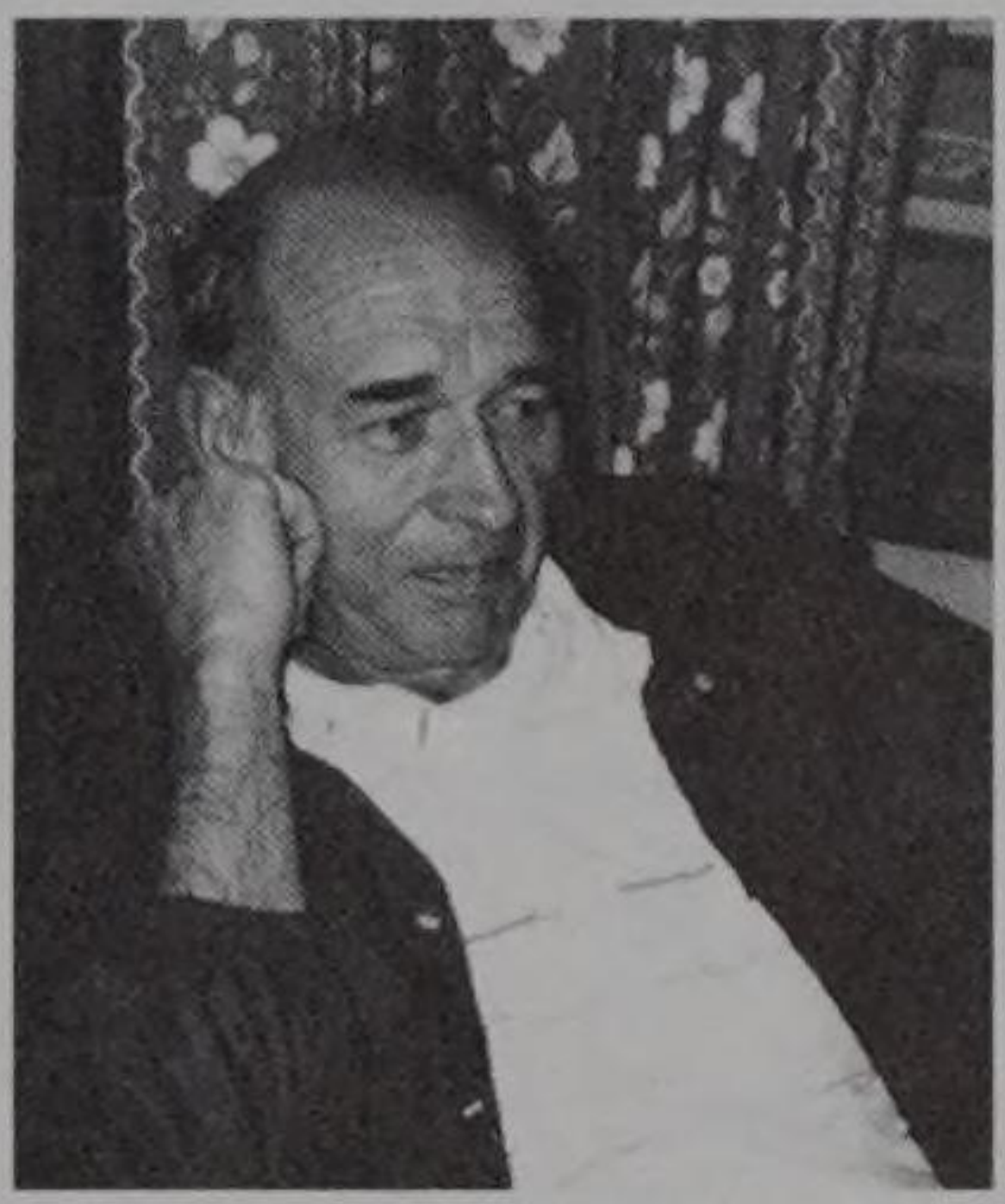
Awards received: United Nations, Good Conduct w/ two Stars, Korean Citation, Japanese Occupation, Korean Ribbon w/three Stars and National Defense.

George was discharged April 19, 1957.

He married Nov. 22, 1952. They have six children and ten grandchildren. Retired Sept. 13, 1988 from General Dynamics after 31 years. He is now working at Wescorp, Inc.

LESTER GEORGE GEBBIE, Gunners Mate 2/c, USS *Missouri* (BB-63), born April 8, 1927 in Greensboro, VT. Enlisted in the Navy Jan. 3, 1945 and was discharged July 13, 1947. The Korean War activated the reserve. He was called back February, 1951 and discharged the second time June 1952.

Military locations were Naval Training Station in Sampson, NY, Great Lakes Naval Training in Illinois (Gunnery School), and Advanced Gunner School in Washington, D.C. Served aboard the USS LST (512) Exhibition Ship, USS *Missouri* (BB-63) and the USS *Dehaven* (DD-727).



His memorable experience is Thanksgiving Day Nov. 27, 1946, aboard the USS *Missouri*, off the coast of Newfoundland. The high seas forced the bow of the ship under water and when it pitched forward the screws shook the ship as the fantail came out of the water. With the rolling and pitching they were served a 15 course meal with minor spills of the coffee. The Destroyers that were operating with them were playing submarine due to the rough seas. Their Thanksgiving Dinner consisted of cold cuts and coffee.

Lester was married for 33 years. His first wife is deceased. He has three children and three grandchildren. He is remarried and has two step children. Lester's oldest son will retire from the Navy in 1991 and is currently stationed in Japan.

Lester has been self employed for 35 years. He operated a garage and has now revised his business to sales and service of outdoor power equipment.

JOHN C. GEDDES, USS *Pennsylvania* (BB-38), born April 11, 1942. Graduated high school in 1940. Worked Hudson Motor Car Co. until July 1942. Enlisted U.S. Navy Aug. 11, 1942. After boot training attended Range Finders School in Seattle, WA. After school in Washington was shipped to Treasure Island, CA, where he was assigned to BB-38 in October, 1942.

At that time the *Pennsy* was at Bethlehem Yard in San Francisco undergoing a major refit. Slept aboard the old Paddle Wheeler, *Delta Queen* which was tied up behind the *Pennsy* and used as a barracks ship.

Remained aboard the *Pennsylvania* until March 1945 and earned seven Battle Stars plus two more for Philippines Liberation. After leaving the *Pennsy*, went to Hydraulics School in San Diego and was assigned to the USS *Juneau* (CL-119).

Discharged in December, 1945. Returned to civilian status. Attended Electronics Courses in school and was employed by RCA Service Co. for 35 years. Retired since 1983. Now works part-time at Macome Community College.

DONALD GEISSINGER, WT 2/c, USS *North Carolina* (BB-55), enlisted in Navy Jan. 8, 1941. Boot camp at Newport, RI. Commissioned the *North Carolina* April 9, 1941. Served on her until July 1944. Attended Oil School in Pennsylvania for six weeks. Commissioned USS *Saugus* (LSU-4) Feb. 22, 1945. Discharged November 1945.

Re-enlisted in Army September 1946. Stationed at Williams AFB. Discharged September 1949. Re-enlisted in Army September 1950. Stationed 7th Inf. Reg., 3rd Div., Korea, Camp Breckenridge, KY and Frankfurt Germany. Discharged August 1953. Re-enlisted Air Force August 1956. Stationed at Hickman AFB (Hawaii), Wright Patterson AFB (Ohio), Eglin AFB (Florida), Naha AFB (Okinawa), and Andrews AFB (Maryland). Retired from service January 1966.

Of all his military service, his most fond memories are serving aboard USS *North Carolina*. He is a member of USS *North Carolina* Battleship Assn. and attends reunions on board ship.

Married in 1966. Has one daughter. Wife deceased 1980. Retired March 1986 from Chemcut Corp.

L.D. GIBSON, HTC, USS *Westpoint*, USS *Missouri*, born in Alabama in 1925. Entered the U.S. Navy in 1943. After completing boot training was given seven days leave, when he returned to the Naval Station at Great Lakes, IL, he was informed that he was going to San Francisco, CA. The group he was in was put aboard a troop train for the cross country trip. When they arrived they were transported to Hayward, CA where they were issued a back pack, rifle, gas-mask, helmet and two pairs of field shoes, now this was at the time when they packed their gear in sea going fashion which means they carried everything rolled and tied in their hammocks, it was like a pissant carrying an elephant.

After a couple of weeks being instructed on what the amphibious Navy was about, they were put aboard the USS *Westpoint* which was getting under way for the South Pacific. After stopping at Pearl Harbor and New Caledonia they were put off in Manila Bay New Guinea which is the southern tip. For the next few months they worked their buns off forming an assault unit and getting used to eating K-rations which turned out to be their main source of food for the next year and a half as they island hopped on the way to Leyte Gulf in the Philippines 1944. He was one of many who stood in front of the Capitol Building of Leyte in the city of Tacloban when Gen. Douglas MacArthur threw out the match books with the inscription I have returned.

Returned to the States in February 1946 and took a discharge. He was a civilian for six months, too long to get his rate back when he re-enlisted. Had to start over again as seaman. When he went aboard the USS *Missouri* in 1946 he was assigned to the deck force. After a year of that transferred to the "R" Div. and became a shipfitter. After leaving the *Missouri* in 1949, went on to serve on 15 other ships retiring in October 1964 as Chief Bull Technician (HTC) with 21 years of service.

VERNON C. GIBSON, SKC, USN, USS *Pennsylvania* (BB-38), born in Casey, IA. Enlisted in the Navy Des Moines, IA September 1942. Boot camp NTC Great Lakes, IL. Assigned USS *Pennsylvania* (BB-38) at San Francisco. Part of Invasion fleet at Attu,

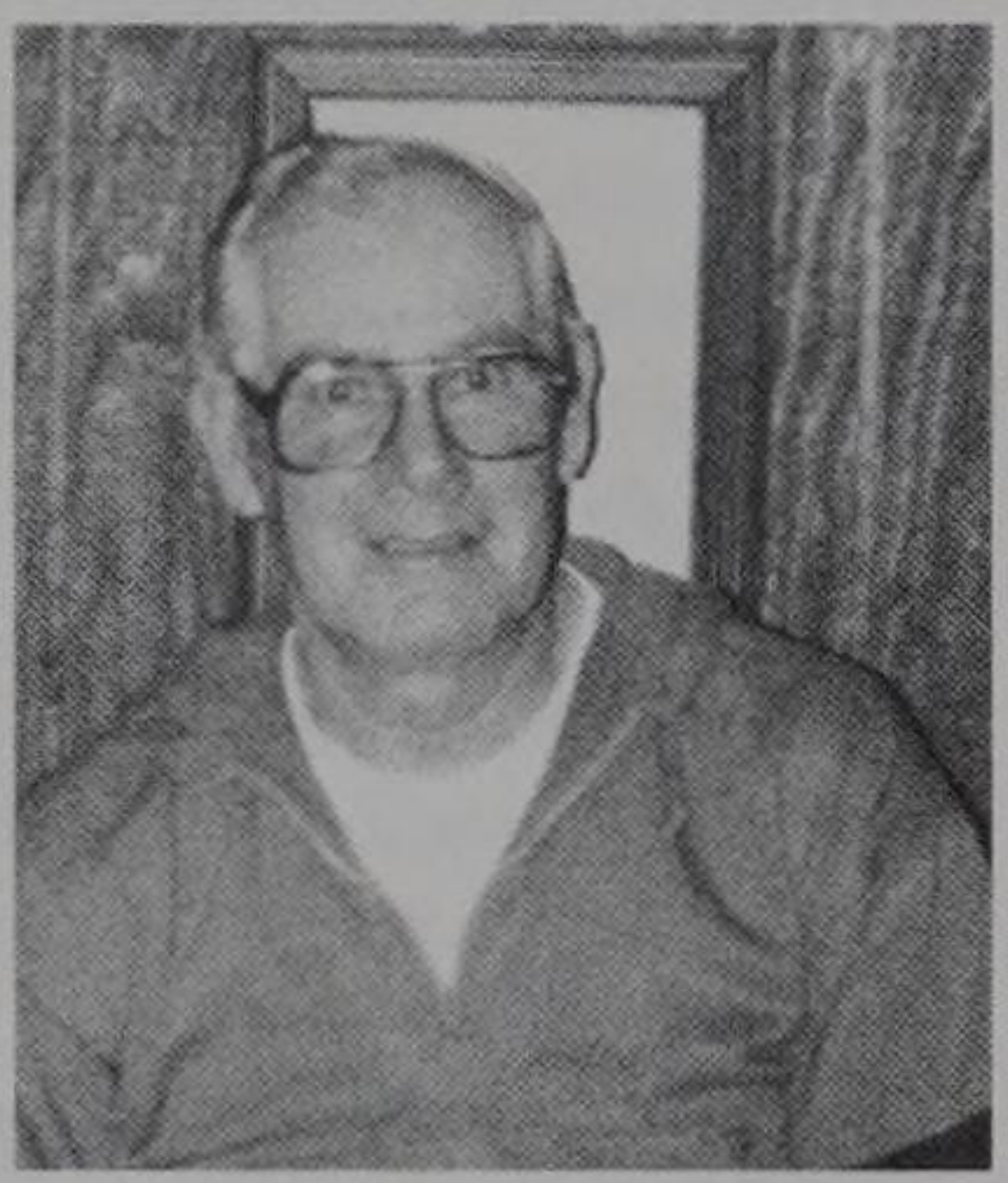
AK. Return to Pearl Harbor as back up for Midway battle. August 1943 invaded Kiska, AK. Invaded Makin November 1943, Tarawa January 1944, Kwajalein February 1944, Eniwetok June 1944, Saipan and Tinian June 1944, South to Guam same month, September invaded Peleliu, two weeks later Anguar. On October 1944 took part in MacArthur's invasion of Leyte Island. The Japanese sent fleet to attack the invasion force, they crossed the "T" at Surigao Straits and destroyed their fleet. December 1944 invaded Luzon (Lingayen Gulf). August 1945, during the bombardment of Wake Island, was hit by shore battery. August 1945, at Okinawa, BB-38 was hit by torpedo, last ship in the war to be hit. The ship (BB-38) was towed to Bremerton, WA. Was transferred to NAS Minneapolis, MN discharged Dec. 7, 1945.

Re-enlisted May 1946. Was sent to Tsingtao, China as Seaman 1/c. May 29, 1949 the base was abandoned, the last one in China, and he fled to USS *Pollux* (AKS-1). Received orders for USS *Platte* (AO-27). November 1951 transferred to NTS Great Lakes, IL. Sent to the USS *Ernest G. Small* (DDR-838) in June 1952 for Korean War and Formosa patrol. In 1956 ship was in Atomic Test known as operation "Wigwam". In 1955 advanced to First Class Storekeeper and transferred to USS *Dixie* (AD-14). June 1956 received orders to NAS Barbers Point, HI, was selected for Chief Petty Officer. In June 1959 was assigned to Eastern Sea Frontier New York City. June 1961 was ordered to duty with the Chinese Naval Training Group, Koashun, Tiawan.

In October 1962 he transferred to Fleet Reserve at Treasure Island, CA, received 15 medals with 20 Stars for his contribution to his country.

Married to Betty Bane of Leetown, WV.

WILLIAM GIBSON, USS *Pennsylvania* (BB-38), BM 2/c Gun Pointer First Class. Enlisted in Navy Aug. 31, 1942. Was sworn in Navy at halftime at football game in Philadelphia, PA. Went to Great Lakes, IL for boot training. Went aboard USS *Pennsylvania* in San Francisco. While aboard, Flagship *Pennsylvania*, took part in the following combat operations: Attu and Kiska in the Aleutians, Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake, and Okinawa. Ship earned eight Battle Stars and the Navy Unit Commendation.

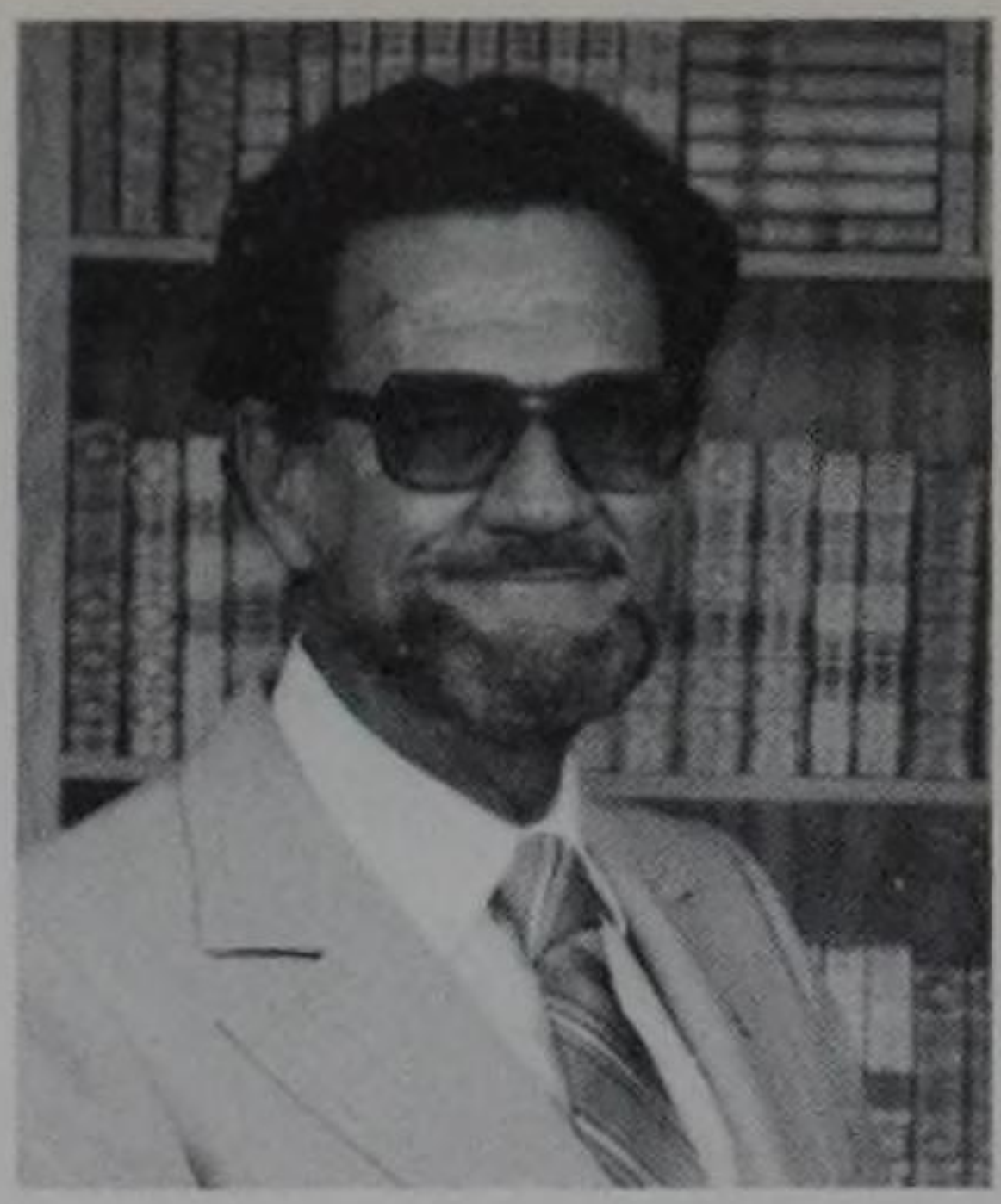


He was discharged from Navy Nov. 3, 1945 from Bainbridge, MD. Returned to Philadelphia, PA where he drove a truck for 40 years. He is now retired and lives in Bensalem, Bucks Co., PA.

She was a great ship and had a great crew.

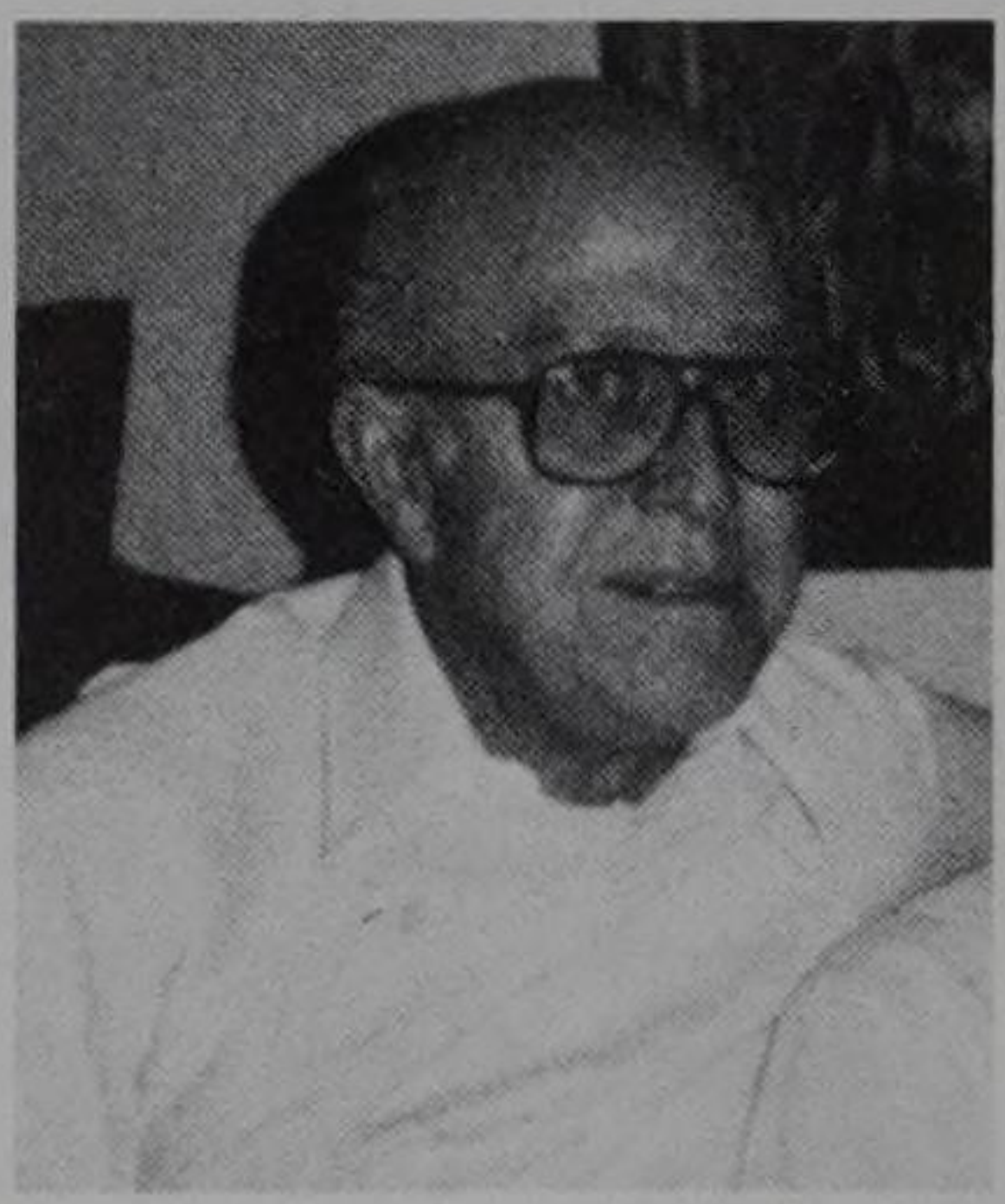
JOHN WILLIAM GILDAY, RD-2, USS *Mississippi*, served on the USS *Mississippi* from September 1943 to November 1945. Was recalled in October 1950 to July 1952, for the Korean Conflict, and served as an electrical supervisor at the U.S. Naval Hospital, Yokosuka, Japan.

While stationed aboard the USS *Mississippi*, took part in the following operations: Makin, Tarawa, Kwajalein, Eniwetok, Palau, Iwo Jima, Mindano, Leyte and Leyte Gulf Surface Battle, earning ten Battle Stars, two Occupational and Navy Citation Ribbons.



He is currently active, serving as a partner in Gil's Electric, Harlingen, TX.

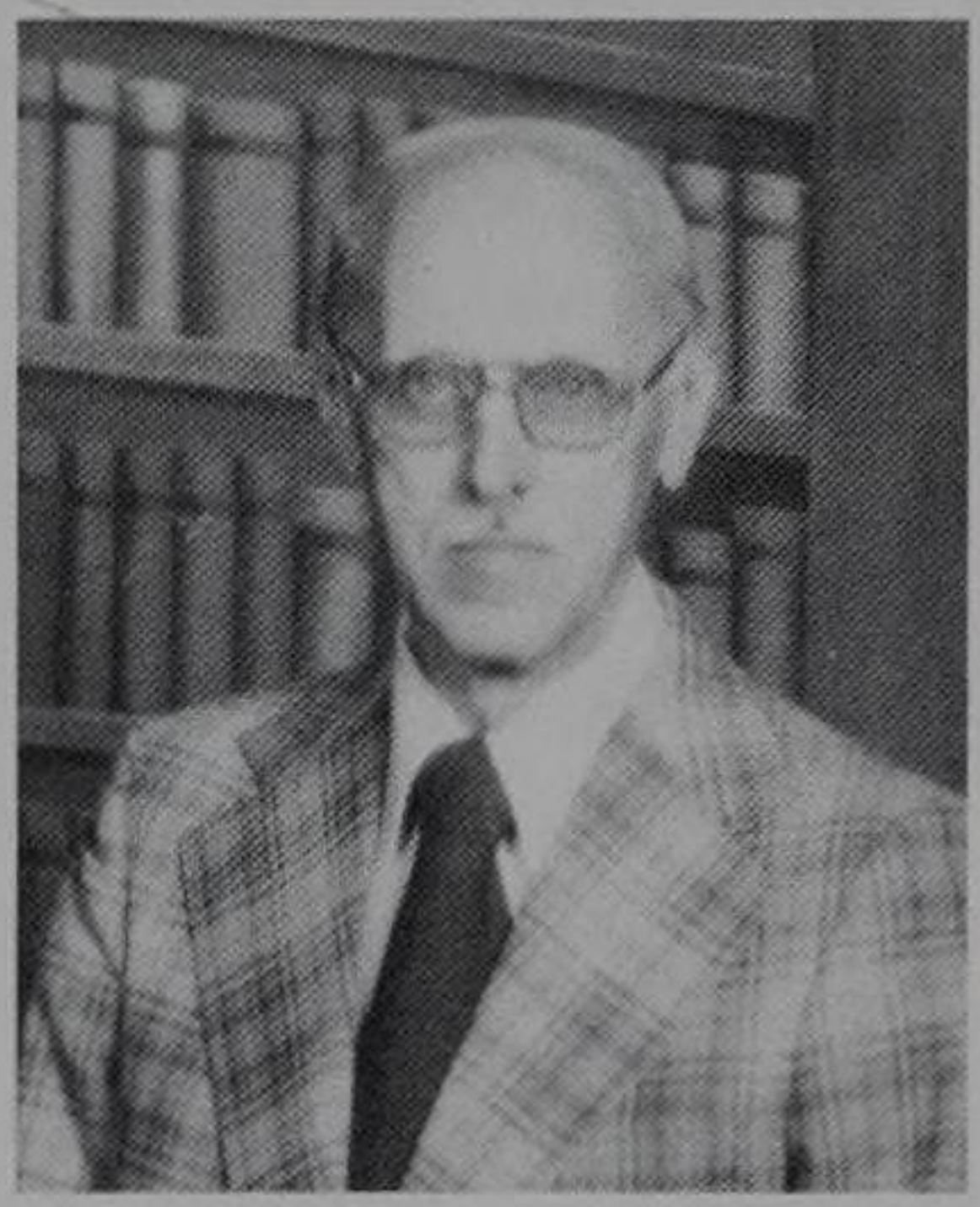
RICHARD D. GILGER, Storekeeper 2/c, USS *Pennsylvania* (BB-38), enlisted in the Navy on Sept. 1, 1942 and was discharged Nov. 23, 1945. Took boot training at Great Lakes. After training and a nine day leave was shipped to San Francisco and went aboard the *Pennsy* where he served until July 1944. He had a 30 day leave at home and then back to San Diego to help put the USS *Butte* (APA-68) into commission, where he served until discharge. With most of his Navy duty at sea he was the fifth person to leave the ship on points. Both ships that he served on were at the Bikini Atomic Bomb Test.



After the war went to Bliss College in Columbus, OH and worked at Westinghouse Electric Corp for 43 years as an accountant.

W. FRANK GILL, USS *Indiana* (BB-58), born April 15, 1918 in Woodland, PA. Joined the Navy Dec. 6, 1937. Served aboard the USS *Nashville* as a Plank Owner for three and one-half years where he advanced from Seaman 2nd Class to Coxswain.

December 15, 1941, was assigned to the USS *Indiana*, where he went aboard April 30, 1942 for commissioning, and advanced from Coxswain to Boatsman's Mate First Class, and then became 5th Div. Boatsman's Mate. Participated in major campaigns until being transferred August 1944.



Took command with small crew of the YF 718 in Everett, WA, to Pier 91 Seattle to Pearl Harbor. Lieutenant Commander took command to Okinawa.

Was then transferred to Service Force Flag Ship I X 110 as C.B.M., and returned stateside Dec. 24, 1945. Paid off in Sampson, NY Feb. 2, 1946.

Received BS Degree from Central University of Pennsylvania and M.Ed. from Penn State University. Taught school 30 years and retired in 1979.

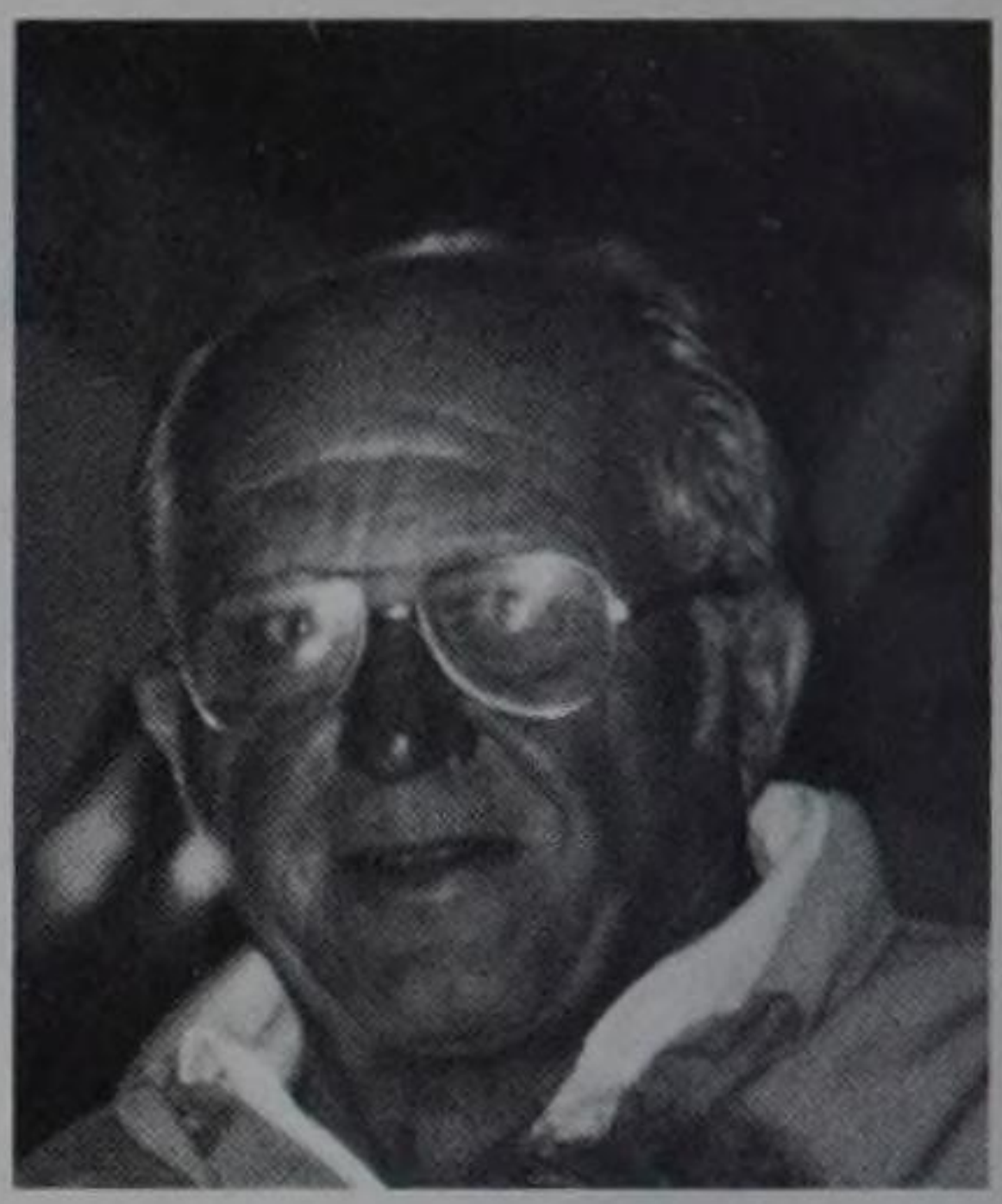
His wife, Frances, and he live in New Castle, PA. They have two sons and two grandchildren. Keeps busy with macrame, miniature models of tables, and just completed a model (1/453 size) of the USS *Indiana*.

P.H. GLATFELTER, III, Lt., USS *Arkansas*, born March 17, 1916 in Spring Grove, PA. Attended Brown University. Enlisted in USNR 1941. Discharged 1943.

Remembers D Day, Cherbourg and the invasions of S. France, Iwo Jima and Okinawa. Served temporary duty aboard the USS *Cincinnati*.

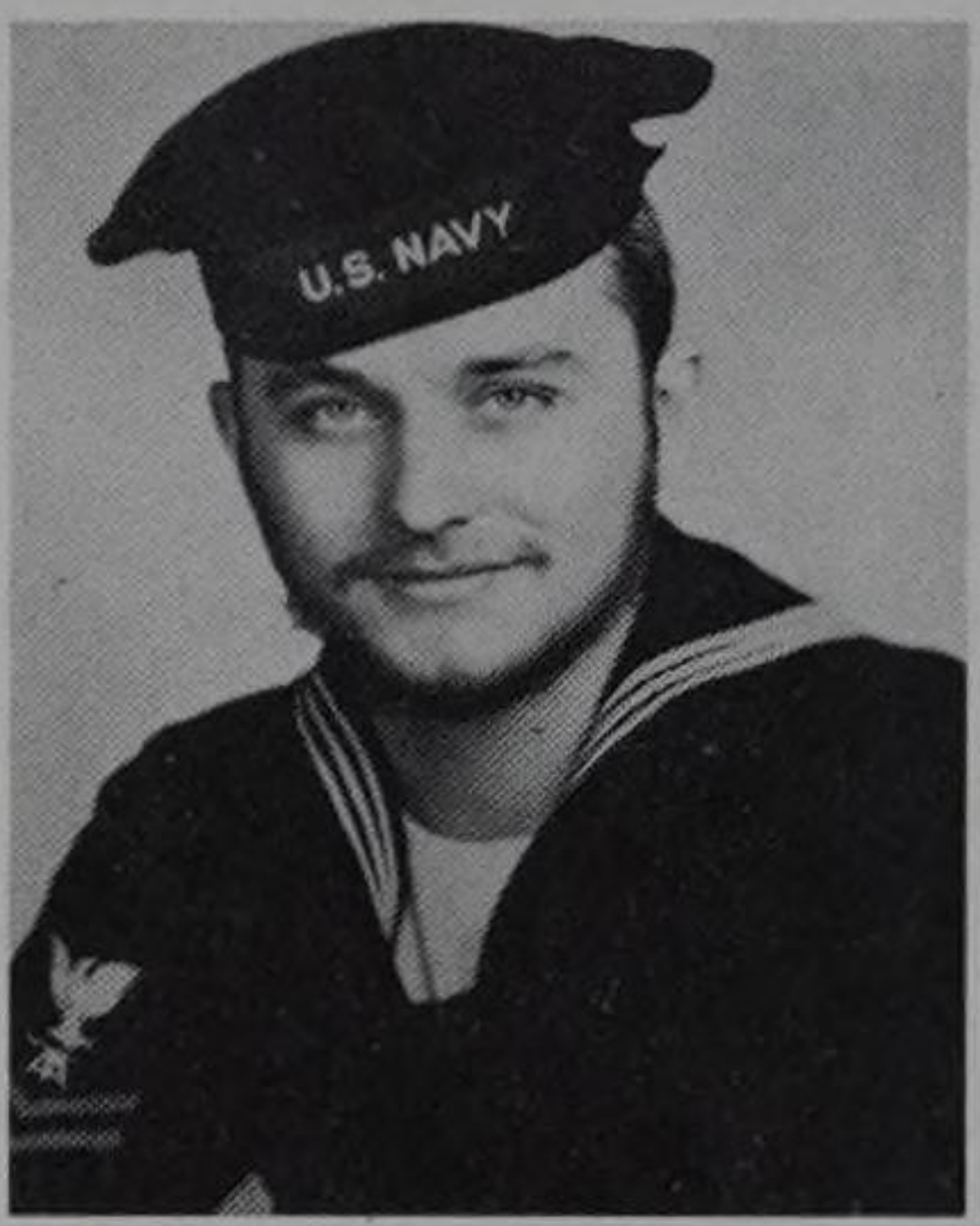
Married to Anne M. Glatfelter. They have two children and three grandchildren. Retired in 1985 as President and Chairman from the P.H. Glatfelter Co.

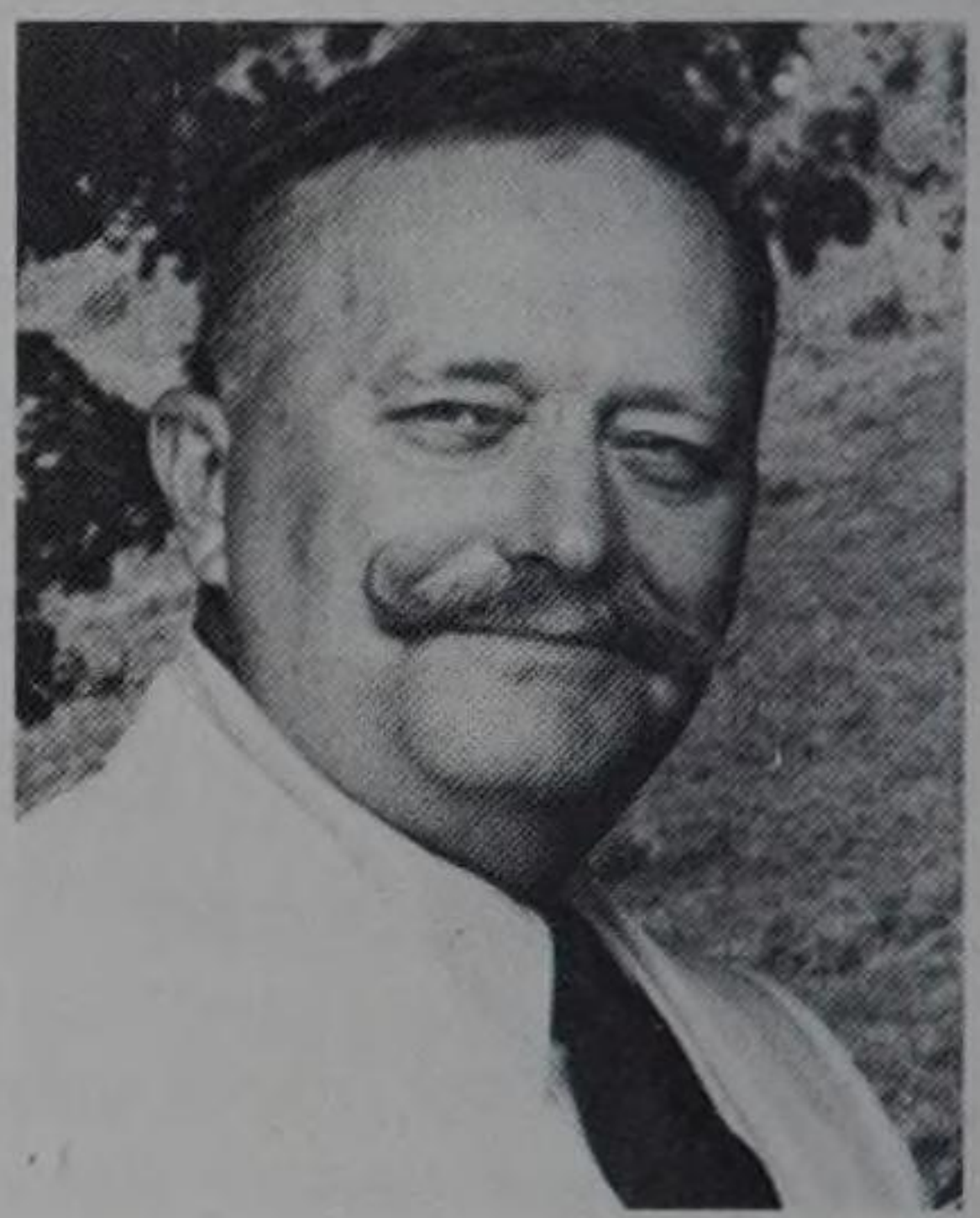
HAROLD SPENCER GOLDEN, Machinist Mate 1/c, USS *North Carolina*, USS *Missouri*, born Feb. 24, 1923 in Chatham, NY. Enlisted in the Navy Jan. 7, 1941. Discharged March 23, 1946.



He married in November 1945. Has two children and five grandchildren. Retired Aug. 1, 1987 as an engineer for the NYC Railroad. He also owned and operated a service station.

JOHN JOSEPH GOLDEN, USS *Idaho* (BB-42), Fire Controlman 1/c, born Feb. 28, 1922, Minneapolis, MN. Reported to Great Lakes Naval Training Center July 1940, Co. 58-40. Served aboard the USS *Idaho*, USS *Augusta* and USS *Monrovia*. Attended Rangefinder, Fire Control, Advanced Fire Control Schools Washington, D.C. and Radar Operations and Maintenance School, Brooklyn Navy Yard. July 1945 sent to Com 13, Bremerton Naval Yard and December 1945 to Swan Island, Portland, OR. Discharged at Bremerton Aug. 8, 1946.





He participated in battles at Tarawa, Kwajalein, Saipan, Guam, Leyte, Luzon and Okinawa. Received the Asiatic Pacific Area Campaign Medal w/six Stars, American Area Campaign Medal, European African ME Campaign Medal w/two Stars, Philippines Liberation Medal w/two Stars, American Defense Medal, Good Conduct Medal and the WWII Victory Medal.

Married Audrey L. Wolmutt Nov. 20, 1945. They have four daughters and nine grandchildren. Retired September 1984, as an Aero Design Engineer, from Honeywell Electro-Optics Research Center.

PAUL E. GOMER, USS *Nevada* (BB-36), BM 2/c, born May 9, 1924, in Nashville, TN. Attended East Nashville schools and local colleges. Enlisted in Nashville Jan. 1, 1942 and was sent to Navy Pier (Chicago) for boot camp. Sent to Honolulu aboard the USS *President Garfield* out of San Francisco. Assigned to the *Nevada* as it was sent to drydock with its famous blister patch. Combat duties included Attu, North Atlantic Convoy Duty, Normandy D-Day, Cherbourg, Southern France Invasion. Reassigned to the USS *Valencia* (AKA-81) at Norfolk to Baltimore. Combat duties at landing invasion of Okinawa where he watched the *Nevada* (150 yards) take a kamikaze plane hit on the starboard fantail among other hits. Was the first occupation ship for the 25th Tropical Lightning troops into Wakayama and Nagoya, Japan.

In Scotland, prior to Normandy Invasion, went over the side on a heaving line (rope) to turn the port anchor around when the *Nevada* got stuck on a sand bar in Greenock area. Distance was from top deck to waterline.

Taught baseball 20 years for local boys. Cubmaster for three years in Scouts. Owned drafting company for two years, have been with Veterans Administration for 30 years (still there).

Attended several USS *Nevada* reunions in Washington and California. Will attend this year's Marine Div. (7th) reunion of the USS *Nevada* at Nashville's Opryland (rest met at Silverdale, WA) with new USS *Nevada* (nuclear sub) base. Discharged Dec. 30, 1946 in Millington, TN.

JERRY SALINAS GONZALES, MM 2/c, USS *North Carolina* (BB-55), born May 7, 1921, Lufkin, TX. Enlisted Navy April 18, 1942. Trained Co. 42-230, USNTC San Diego, CA.

Commissioned minesweeper, USS *Conflict* (AM-85). Escorted first floating drydock, ARD 5 from Pearl Harbor to Guadalcanal, Solomon Islands from December 1942 to January 1943. Transferred to Advance Base Button, New Hebrides. Served duty on Picket Boat 11. Contacted Jungle Fever. On May 29, 1943 was sent to Noumea, New Caledonia. Asked for duty on a Battleship because "I wanted to see action". Was assigned to "A" Div., after diesel generators on board the USS *North Carolina* (BB-55), on which he served with great pride.

She was the first of the new 35,000 ton Battleships and operated with the fast carrier groups. After some sorties to Vella La Vella, Bougainville and around the Coral Sea they anchored, with the rest of 3rd Fleet, in Funafutie Atoll in Ellice Islands. From November 30 to Dec. 5, 1943 participated in the occupation of the Gilbert Islands, Makin and Tarawa. On Dec. 8, 1943 at 0700 the *North Carolina* commenced the bombardment of Nauru, becoming the first American Battleship to bombard Japanese-held territory. Participated in every major battle of the Pacific, including Iwo Jima and Okinawa, until finally anchoring at Tokyo Bay Sept. 2, 1945.

Still remembers, the words he heard at 9:20 AM, Aug. 14, 1945: "Now hear this, the Japanese Government has surrendered. The Imperial Japanese Government says that any planes attacking our fleet shall be considered International Pirates and shall be shot down as such." They were under attack for a day and a half. He was there in the last shots of the war.

Jerry earned 14 Battle Stars and *North Carolina* is credited with 18 Battle Stars.

Retired after 15 years in the electric department with General Foods and now serves as Vice President with Gonzales Commercial Electric Corporation.

C. LEROY GOODWIN, (Pat), Coxswain, USS *Pennsylvania* (BB-38), born Jan. 10, 1922 in Wauseon, OH. Attended 12 grades of school in Wauseon, OH, graduating in 1941. Joined the Navy Oct. 1, 1942. After completion of boot camp at Great Lakes, IL, went aboard the USS *Pennsylvania* at Bethlehem Steel, San Francisco, CA in November 1942 and remained on the USS *Pennsylvania* for the duration of the war. Duty was to bombard the islands before the troops landed. Participated in 11 major battles in the Pacific. Received Asiatic-Pacific Campaign Medal, Philippines Liberation Medal (two Stars), WWII Victory Medal, Navy Unit Commendation, and Good Conduct Medal. The USS *Pennsylvania* was damaged by aerial torpedo on Aug. 12, 1945 and had to go to Guam for repairs. Since the war was over on Aug. 15, 1945 returned to Bremerton, WA for discharge on Nov. 19, 1945.

He was an auto mechanic and then became a golf cart service technician, retiring in March 1984. Married a wonderful woman and has a daughter, son and one granddaughter. Journeys to Memphis, TN each July for a USS *Pennsylvania* reunion.

MICHAEL WAYNE GORCHINSKI, ETC, USN, USS *New Jersey* (BB-62), born Oct. 27, 1948 in Evansville, IN. He died in Beirut, Lebanon on Oct. 23, 1983, in the performance of duty, when the building in which he was billeted, the HQ of the Marine Corps Battalion Landing Team 1/8, was demolished by a terrorist bomb.

He went to school in Evansville. He enlisted in the Navy on Jan. 25, 1967. He attended boot camp at Great Lakes, and completed electronics technician schools at Great Lakes and at San Diego.

ETC M. GORCHINSKI
OPERATIONS
NEW JERSEY BB-62

He served on the USS *Arlington* (AGMR-2), Naval Communications Station, Guam; Naval Air Station, Miramar; Naval Communications Station, Diego Garcia, the USS *Gridley* (CG-21); and as an instructor at the Service School Command in San Diego.

He reported for duty aboard the USS *New Jersey* on Oct. 15, 1981 as one of the first members of the recommissioning detail.

His awards include: Navy Achievement Medal, Good Conduct Medal w/three Stars, National Defense Medal, and the Vietnam Service Medal.

He also received the Letter of Commendation for his outstanding work in the decommissioning of the USS *Arlington*, he was Sailor of the Month on the USS *Gridley*, Instructor of the Quarter at Service School Command in San Diego; he was a member of several U.S. Navy Championship Rifle and Pistol teams. He qualified as an Enlisted Surface Warfare Specialist on board the battleship on March 3, 1983, and earned the unique distinction of being the first crew member to do so.

CARVER W. GORDON, served aboard the Battleship USS *Mississippi* (BB-41) from the latter part of September 1943 to Nov. 7, 1945. Was a S 2/c, never cared about rank advancement. Was inducted in May 13, 1943. Discharged Nov. 7, 1945.

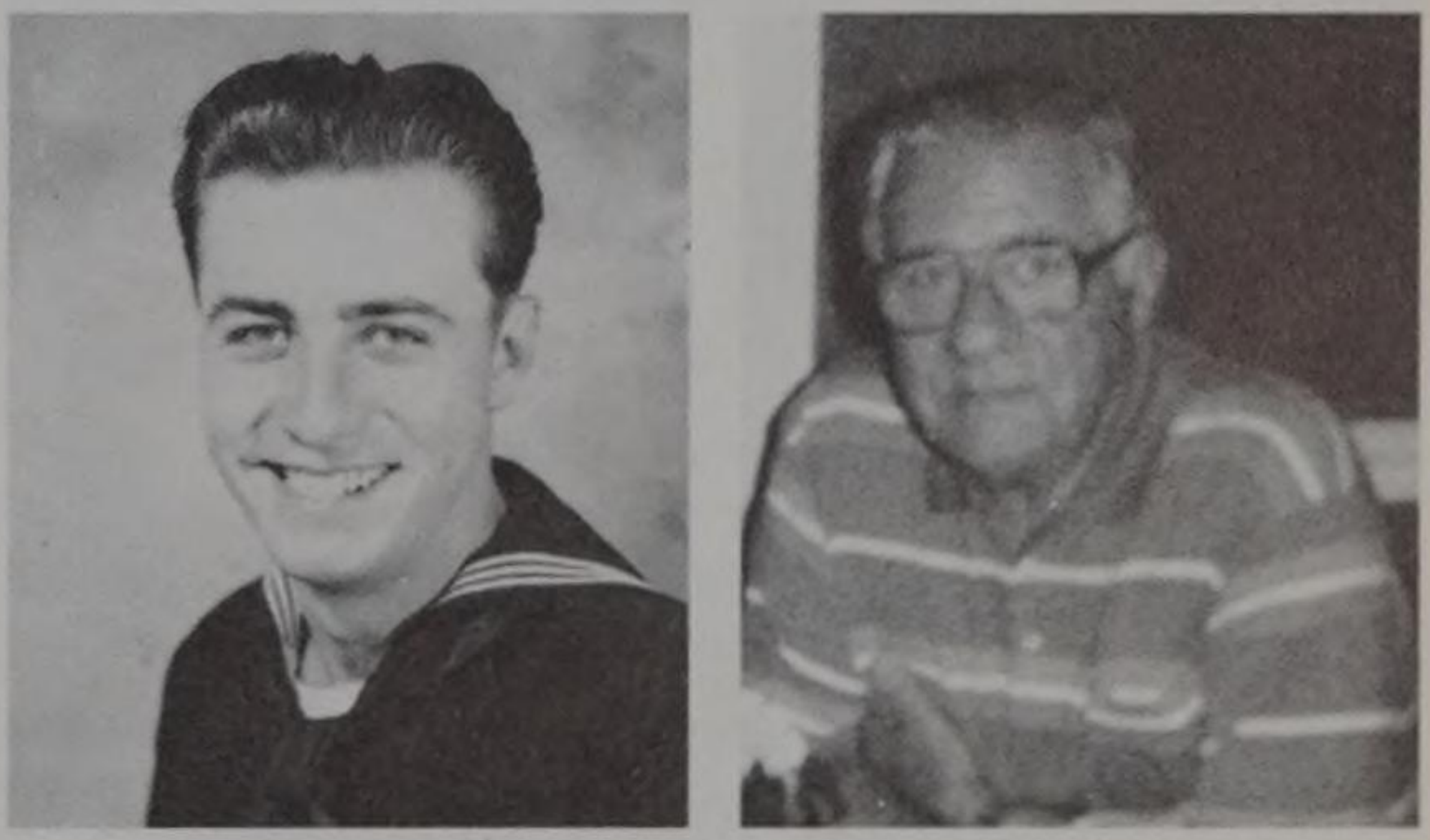
Received nine Battle Stars for Gilbert Islands Campaign, Marshalls (Kwajalein Islands), Bombardment of Taroa on Maloelap Atoll, diversionary actions in Bismarck Archipelago bombardment of Kaveing during Emirau landings, Palau Islands Campaign (Peleliu bombardment, Ngeabus bombardment and supporting op.), Philippines Campaign - three Stars, (Leyte bombardment supporting op.), Surigao Strait Battle. The *Missy* sunk a Jap battleship. Lingayen bombardment and supporting op., Okinawa Campaign (bombardment of Eastern Okinawa, Shuri Castle, south of Naha, counter battery fire).

The USS *New York* scored 25 direct hits on Shuri Castle. The USS *Mississippi* scored 56 direct hits on Shuri Castle. USS *Missy* fired more pounds of ammo at enemy than any other ship in history, 9,995,605 pounds.

Has four children all married and six grandchildren so far.

Worked as a metrologist (the science of weights and measures) for about 34 years. Retired Feb. 28, 1989. He is also an artist and Vice President of the local Decatur Art Guild.

JAMES B. GOSNELL, USS *Missouri* (BB-63), Lt., USN (Ret.), born Feb. 6, 1922, in Pelzer, SC. Attended schools there. Enlisted Aug. 13, 1940. After recruit training in NORVA, was assigned to USS *Mississippi* (BB-41). July 1942 to August 1946 served in USS *Columbia* (CL-56). 1946 to 1947 VPMS-I and 1947 to 1949 in service craft at Charleston, SC. From May 1949 to May 1954 in the USS *Missouri* being promoted to Chief Boatswain's Mate in 1952. 1954 to 1957 CMAA duties at NAS, Guantanamo Bay, Cuba. 1957 to 1959 Recruiter In Charge, Tallahassee, FL 1959 to 1960 USS *Tanner* (AGS-15), Hydrographic work in the Persian Gulf. From 1960 to 1965 in Minron Ten. 1961 advanced from BMCS to Lieutenant (jg) and in 1965 was assigned to USS *Ozard* (MCS-2). Retired December 1967 to pursue a second career with the Metropolitan Life Insurance Co.



At present is founder of the USS *Missouri* room in the USS *Yorktown*, Naval and Maritime Museum, Charleston, SC and President of the USS *Columbia* (CL-56) Assn.

JOHN D. GRABANSKI, USN, Ret., USS *California* born Jan. 27, 1912 at Warsaw, ND. He reported aboard ship a SEA 2/c, assigned to the deck force, then a year later was assigned to Signal Gang Striker and retired as QM-SM.

On Aug. 14, 1934 promoted to SEA 1/c. He served

almost nine years on battleships, a year on a heavy cruiser, then four different carriers, battleships were his favorites.

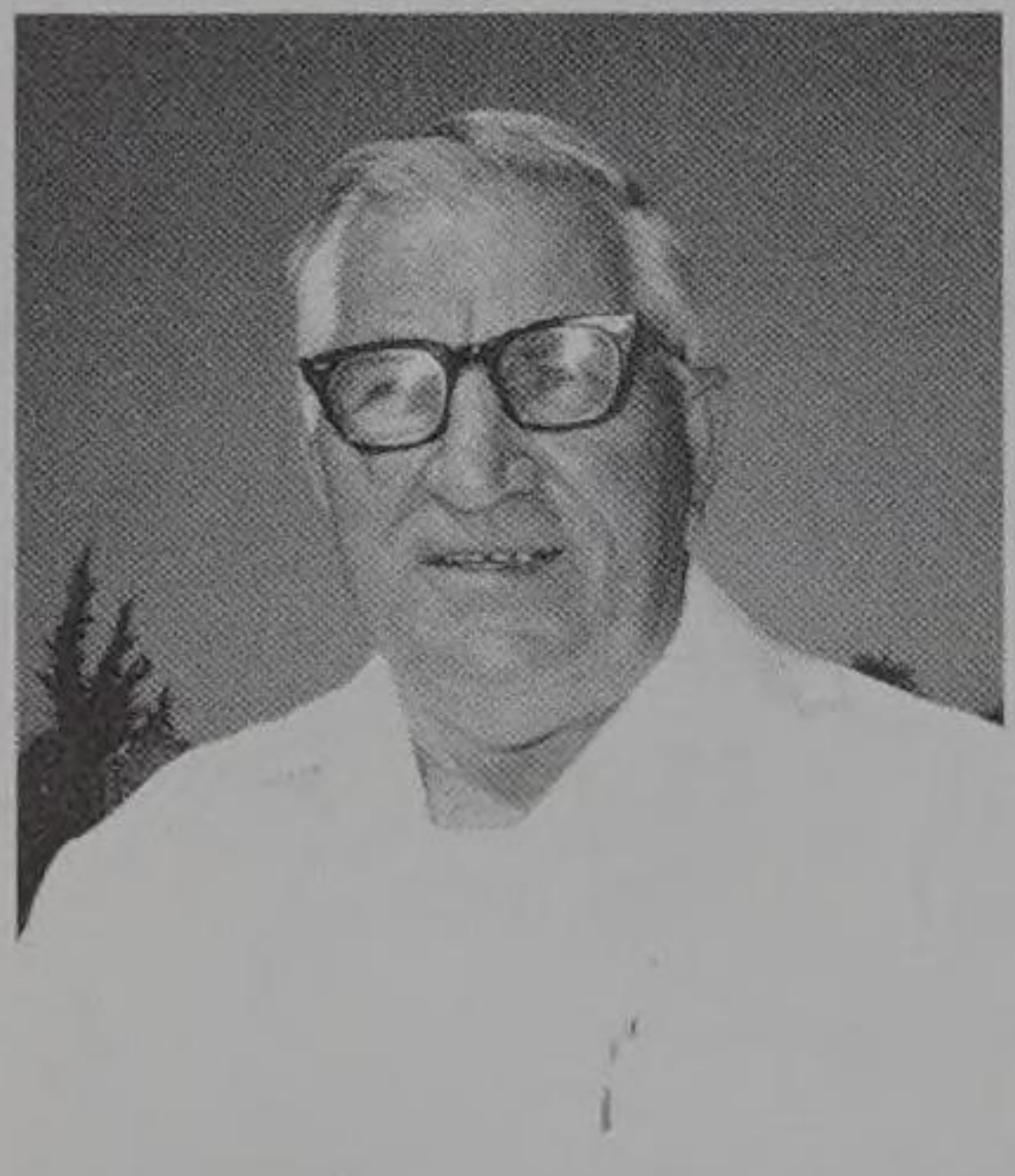
He retired on May 31, 1953. In January 1954 he attended Harbor Junior College, a UCLA branch. He also had two years of active National Guard time on the GI bill. He coached Little League for nine years and lived four years in San Pedro before moving to Phoenix.

GEORGE W. GRAF, JR., SK 2/c, USS *Pennsylvania* (BB-38), born Sept. 23, 1925 in Newark, NJ. Enlisted in Navy 1943. Boot training at Great Lakes, IL. Discharged May 9, 1946.

He married Jacqueline in 1952. They have five children. Retired March 1, 1987 as Dep. Chief of the Newark Police Dept. He enjoys boating and fishing.

DAVID C. GRAHAM, born in Atlanta, GA Sept. 10, 1924. He entered the Navy on Dec. 13, 1941. He received his recruit training at the U.S. Naval Training Stations in Norfolk, VA.

Was assigned to the battleship USS Idaho (BB-42), where he served from January 1942 until July 1945. He was assigned to the Flag Allowance of Commander Battleship Div. 3. His second naval assignment was in the USS *Peter H. Burnett* (IX-103), a Station Supply Ship operating in the Philippines. In October 1945, he was honorably discharged from the U.S. Navy as a Signalman Second Class.



He returned to his hometown, Lynchburg, but reenlisted in the Navy in November 1945. He was assigned to the Enlisted Allowance, Commander Destroyer Div. 42, embarked in the destroyer USS *Vogelgesang* (DD-862), at Norfolk, VA. Graham reported to this duty in April 1946. He advanced to Signalman First Class on May 1, 1946.

Graham departed the Staff of ComDesDiv 42 in April 1947 to exchange signal billets with another SM 1/c at the Signal Tower in Guantanamo Bay, Cuba. After six months, he was discharged for a second time.

Following re-enlistment in Jacksonville, he was sent to the USS *Canisteo* (AO-99) in Norfolk, VA. Graham became a Quartermaster First Class on April 2, 1948, when the enlisted rating of signalman was incorporated with that of Quartermaster. In May 1948 he was ordered to the USS *Amphion* (AR-13). The following month Graham went aboard the USS LCI-545 at Norfolk.

His first tour of shore duty was in the First Naval District in Boston, MA in September 1948. The first year of his two year tour was spent as a Stationkeeper aboard the Reserve Training Ship USS LCI-1093. His second year was spent in the Signal Tower at the U.S. Naval Base, Newport, RI.

In October 1949, Graham was discharged for the third time and was re-enlisted for the fourth time, this cruise being for six years. During the month of September 1950, he received orders to the USS *Siboney* (CVE-112) which was to be recommissioned at the Naval Shipyard, Philadelphia, PA, in November 1950. He remained in *Siboney* until February 1951, at which time he joined the Flag Allowance, Commander Carrier Division 18. He donned the hard hat of Chief Petty Officer on June 16, 1952.

Four years later he was ordered detached from ComCarDiv-18 Flag Allowance, to report to Naval Schools Command, Norfolk, VA for duty at the Class C-1 Instructor's School. After serving as an enlisted instructor from June 1955 until July 1958, he was ordered to the Enlisted Allowance of Commander Destroyer Sdn. 22, at that time embarked in the new Sherman Class Destroyer, USS *Dupont* (DD-941). Meanwhile, Graham had re-enlisted for the fifth time in July 1955 to serve for another six years. He departed from his assignment with ComDesRon-22 in November 1959, and joined the Flag Allowance of Commander Destroyer Flotilla Four, which at the time was embarked in the USS *Sierra* (AD-18) at Norfolk, VA. After years Graham was cited by the Secretary of the Navy for having been primarily responsible for the restoration of the rating of Signalman in November 1956.

Graham was discharged from the Naval service in May 1961 while he was serving with ComDesFlot Four, and re-enlisted for another six years the same month. In January 1963, he was ordered detached and because of his previous experience as an instructor, he was sent to the Instructor's School at San Diego, CA for a normal tour of shore duty.

In March 1966, he reported aboard the USS *Providence* (CLG-6), at San Diego, CA. He was ordered to the USS *Oklahoma City* (CLG-5) in November of 1966. Graham's enlistment expired in 1967 and in February of that year, he re-enlisted for another six years. May 1967 he reported for duty with the Enlisted Allowance, Commander Amphibious Sdn. 3, embarked in the USS *George Clymer* (APA-27) at San Diego, CA.

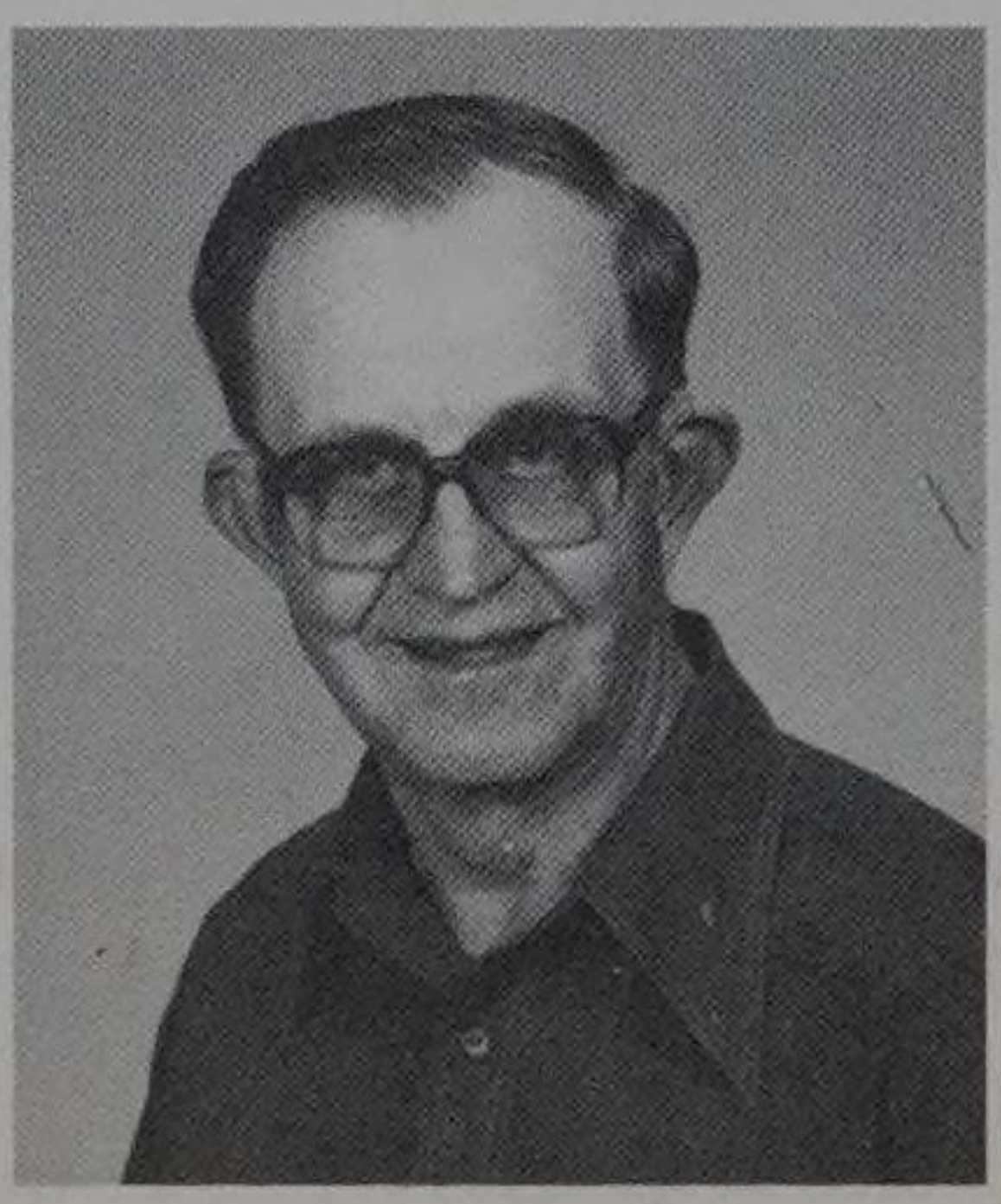
May 1969, Graham was ordered detached from ComPhibRon Three, as Squadron Signalman, and reported for duty as an Instructor at the Fleet Signal School. This was Graham's last active duty assignment as he retired in San Diego with 30 years of active duty.

Graham is a recipient of the Secretary of the Navy's Achievement Medal with the Combat "V", Navy Meritorious Unit Citation, Good Condct Medal, (sixth award), American Theater Medal, Asiatic-Pacific Theater medal with seven Stars, WWII Victory Medal, Navy Occupation Medal with the European Clasp, National Defense Medal with Star, Vietnam Service Medal, Vietnamese Campaign Medal, and the Philippines Liberation Ribbon.

Graham resides in San Diego, CA with his wife, Margaret. Their six children are living away from the home. He was placed on the retired list to date from May 1, 1971.

Graham is Founder and Chairman of both the American Battleship Assn. and the USS *Idaho* (BB-42) Assn. His hobbies are stamps, old coins, boxing, and personalized auto plate inscription collecting. He wrote the book. *Those Crazy License Plates.*

NORBERT GRAWE, USS *Pennsylvania* (BB-38), Coxswain V-6, born May 7, 1921. Enlisted in the Navy, Aug. 21, 1942. Was sent to USNTS, Great Lakes, IL for boot training (nine weeks). After boot training was completed was sent to Treasure Island PAC, San Francisco, CA. In November 1942, was assigned to duty on the USS *Pennsylvania*, where he spent the rest of his time in the Navy.

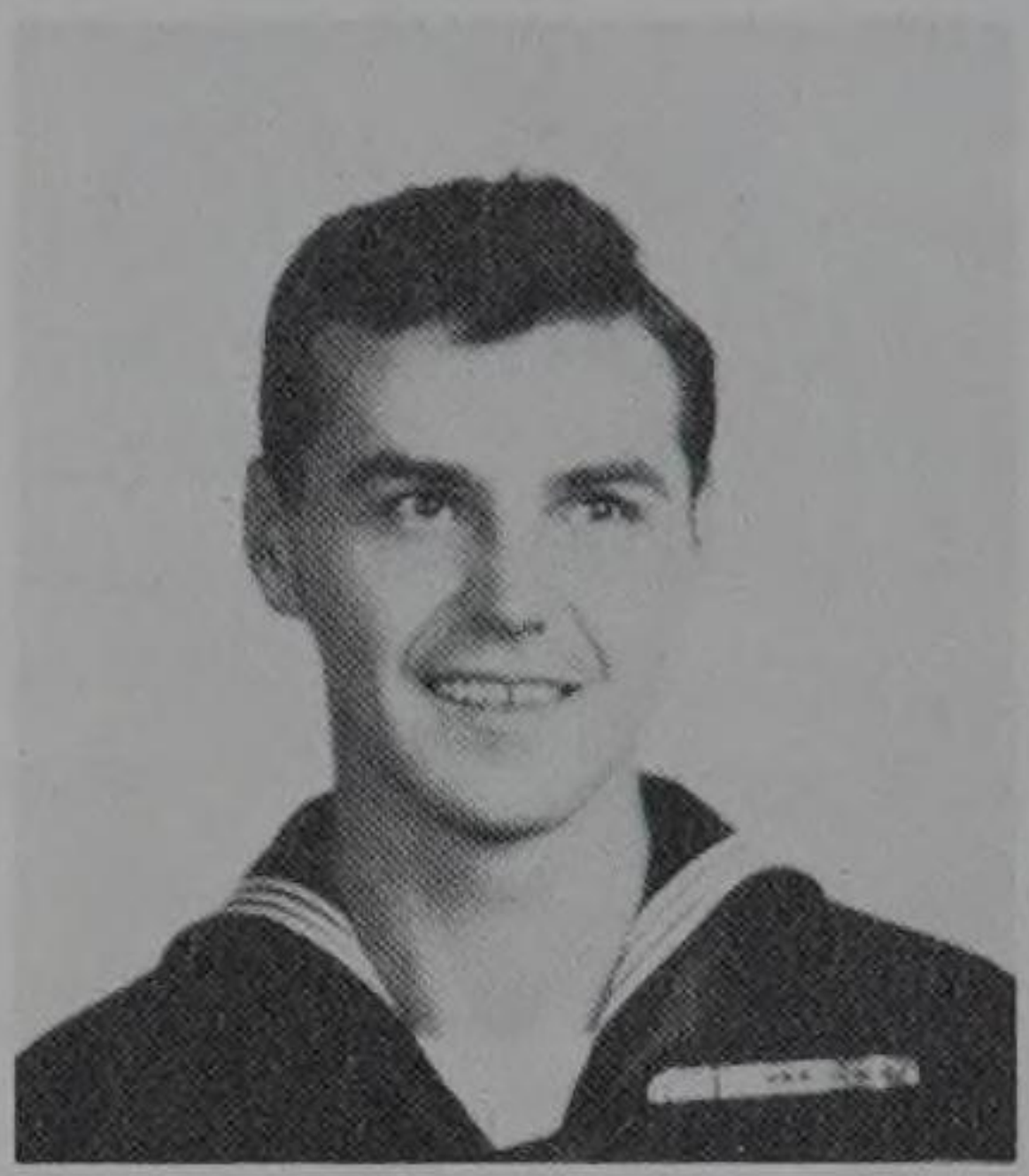


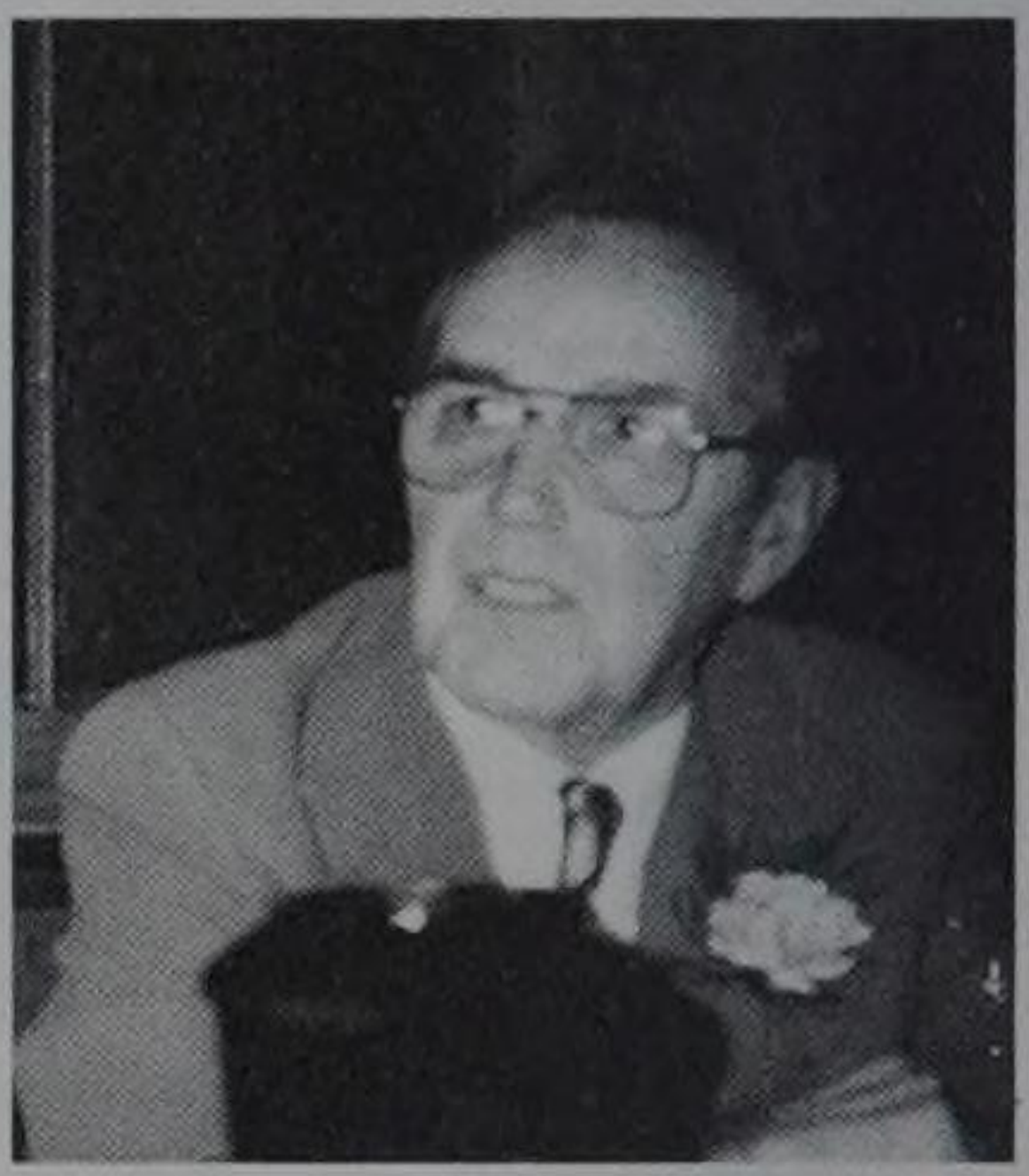
Took part in the following combat operations: Attu, Wake, Eniwetok, Makin, Kwajalein, Saipan-Tinian, Guam, Palau Island and Surigao Straits.

Was discharged from the Navy, Dec. 8, 1945, received nine Stars and Navy Unit Commendation.

Since retirement, July 1983, after 30 years as a Machinist at Harbison-Walker Plant in Vandalia, MO, he spends most of his time on a small farm near Vandalia hunting, gardening and caring for the farm. He is married to Wilma.

FRANKLIN C. GRAY, Gunners Mate Third Class, USS *New Jersey* (BB-62), born June 13, 1921, Buffalo, NY. Attended Masten Park High School. Joined the National Guard in 1938 then to Fort McClellan, AL, 1940 with the 27th Div. (106th Field Arty.). Discharged 1941. Was married in 1942.





Enlisted in the Navy 1943. Completed boot camp (Sampson, NY) and was assigned to the USS *New Jersey*. He remained aboard from her commissioning through the war's duration and participated in all major campaigns in the Pacific. January 1944 they joined Task Force 58 at Funafuti. Their first participation was Kwajalein. Adm. Spruance boarded in Majuro and they became flagship of the 5th Fleet.

Franklin (known as "Nip") was discharged in 1945. Resumed his career at J.H. Williams Tool Co., as inspector. He retired in 1984 and died July 27, 1989. "Nip" enjoyed golfing, bowling, traveling, and talking about the *Jersey*.

HARRISON D. GRAY, USS *South Dakota* (BB-57), Cdr., born Sept. 7, 1918 in Akron, AL. BSEE from University of Alabama.

Served aboard the following ships: USS *Philadelphia* (CL-41), April 13, 1937-April 25, 1941; USS *South Dakota* (BB-57), Jan. 31, 1942-Sept. 20, 1945; and the USS *Newport News* (CA-148), Nov. 10, 1950-Nov. 13, 1952.

Was assigned to the USS *South Dakota* Feb. 20, 1942 on the precommission detail. His brother William and he were among the first group assigned to the *South Dakota* precommission detail.

The ship was commissioned March 20, 1942. Was assigned to Secondary Battery Fire Control Operation and Maintenance. His battle station was Main Battery Director No. 1, Rangefinder Operator and Assistant Radar Operator.

Shortly after commissioning, the FCC Division Officer relieved him of regular FC duties to work with Western Electric Field Engineers installing the new MK-25 FC Radar systems. They had requested an experienced Optical Rangefinder Operator. He was qualified from prior service on board the USS *Philadelphia.*

He was promoted to FC 1/c in December of 1942. Battle station remained the same. Condition IA (air attack) station changed to Secondary Battery Switchboard Operator.

Left the *South Dakota* Dec. 24, 1944. Orders read "for transfer to Advanced Fire Control School, Washington, D.C."

He is a retired aerospace engineer with five children and five grandchildren.

He remembers the Santa Cruz Battle (Oct. 26, 1942). USS *South Dakota* Anti-aircraft of carrier USS *Enterprise* (20 Jap bombers diving on *Enterprise* plus 12 torpedo planes destroyed by *South Dakota*) - most by a single ship WWII. He viewed this first combat action involving South Dakota by means of (26 feet long) range-finder equipment.

LAWRENCE FRANKLIN GRAY, USS *Alabama* (BB-60) born Nov. 16, 1906 at Greenway, AR.

Was working at Packard Motor Company at Detroit, MI when received notice to report for service. Inducted into Navy Jan. 15, 1944. Seaman Second Class in the Gunner Dept. 2nd Div. on the USS *Alabama*.

Went through many typhoons at sea and saw much action during the war. The air attack on Formosa was one of the worst.

Discharged Oct. 26, 1945. Married 60 years to his wife, Lennie, on Nov. 11, 1989. Two daughters and two son-in-laws; eight grandchildren; 13 great-grandchildren, two great-great-grandchildren. Was a carpenter and painter by trade. Retired in 1970 from painting. Enjoys doing woodworking and gardening.

WILLIAM P. GRAY, (CFC), USS *South Dakota* (BB-57), born Aug. 5, 1917 Knoxville, AL. Education: (MA Ed.) University of Alabama.

Served aboard USS *Philadelphia* (CL-41), Sept. 20, 1937-Sept. 20, 1941 (pre-war) and USS *South Dakota* (BB-57), Jan. 31, 1942-Aug. 31, 1945 (WWII).

Re-enlisted in the USNR with his brother Harrison Gray on Jan. 31, 1942, and reported to the U.S. Naval Rec. Station in Norfolk, VA, for further assignment. They were transferred to Philadelphia Navy Yard for assignment to the USS *South Dakota*. Was aboard the *South Dakota* until Sept. 7, 1944, when he was transferred while the *South Dakota* was in Bremerton, WA, Navy Yard.

Was assigned to Main Btry. Fire Control Maintenance and Operations. Battle station was Main Battery Director No. 1, Director Captain and Pointer.

He was promoted to FC 1/c in December of 1942. His battle station changed to Fire Control Tower, assistant to Gunnery Officer. Was transferred to Advanced Fire Control School, Washington Navy Yard in September of 1944. In October of that year he was promoted to CFC and served as an instructor until the end of the war.

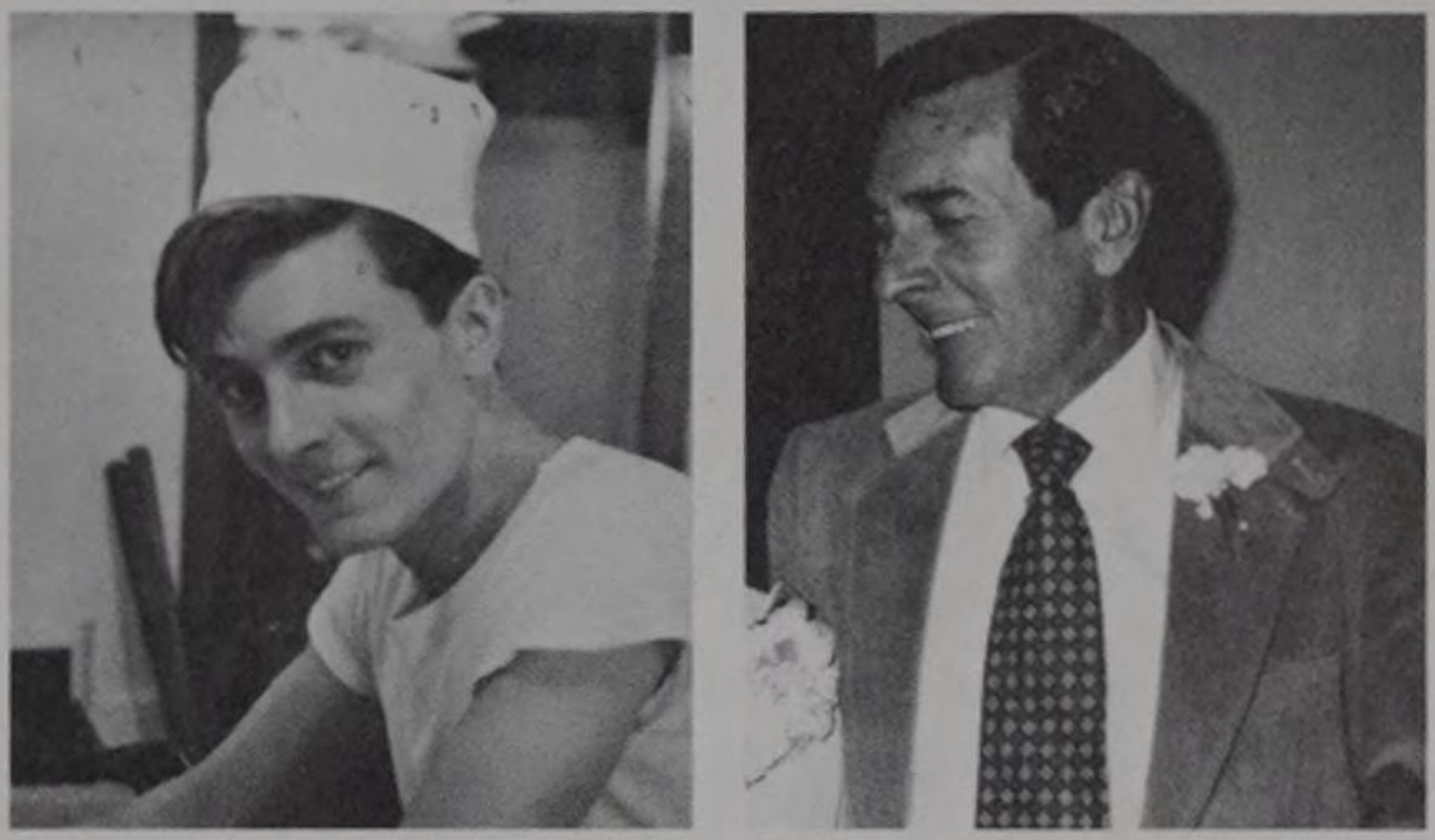
Some memories: The first main battery action, Savo Island, first sighting of enemy warships. They were ordered to pick out the biggest and commence firing. The closing of Main Battery. Firing key against enemy warships for the first time. Shells on the way and Spotting Officer calling, "No change! No change!"

Ship illuminated by searchlights and getting hit hard. Loss of electrical power for a short time. Power returned and searchlights knocked out. His director out with an eight inch shell hit. Main Battery guns firing as well as five inch. Ship's speed increased and they head for open water.

Retired from the University of Alabama faculty in the fall of 1982. He is married and has one son and four grandchildren.

HERBERT H. GREEN, USS *Idaho* (BB-42), SC 1/c, born Oct. 9, 1922 at Auburn, WA. Attended Auburn and Tacoma, WA schools. Joined the Navy at Tacoma Jan. 22, 1941. After three months boot camp in San Diego, went aboard the *Idaho* at Pearl Harbor April 26, 1941.

Life on the beaches of Hawaii didn't last long however, was soon assigned to the North Atlantic and the defense of Iceland, where the German sub fleet was in command.



Remembers survivors from the torpedoed U.S. Destroyer *Reuben James* coming aboard. (They were in the war).

Come December 7 and they were soon back in the Pacific. The *Idaho* had her share of the war from the Aleutians to Okinawa.

After six years service returned to civilian life and worked for 30 years in the printing ink and graphic arts supply business.

Since 1987 has been very happily retired.

ROBERT GREENING, FC 2/c, served on the USS *Massachusetts* (BB-59) 1942-1945. Also served aboard the USS *Balck* (DD-363), 1940-1942, and the USS *Fall River* (CA-131) 1945-1946.

He received the following medals: American Defense - Fleet Clasp, American Campaign, Asiatic Pacific, 17 Stars, European-African-Middle Eastern Campaign w/one Star, Victory, and the Good Conduct Medal.

Just like all services they did their job, during peace and war time. But, is one of the lucky few who can say that his ship is still afloat almost 50 years after the war. The USS *Massachusetts* is a state memorial for the service personnel, who were killed during WWII from the state of Massachusetts. It is a tourist attraction.

The 20 or 30 ex-crew members and some nonmembers, who volunteer their time about six times a year, to help keep the ship in shape. Chipping, painting, general ship work a few liquid refreshments and sea stories help to keep one's interest tuned in. The Navy doesn't own the ship anymore, but if not kept presentable, it would be scrapped by them.

It may not last as long as the USS *Constitution*, but it's worth a try. *Big Massie*, that's his ship.

Has been married since 1948. Wife and he have three daughters, two sons, and two grandchildren. Worked 38 years at a power house, Consolidated Edison New York.

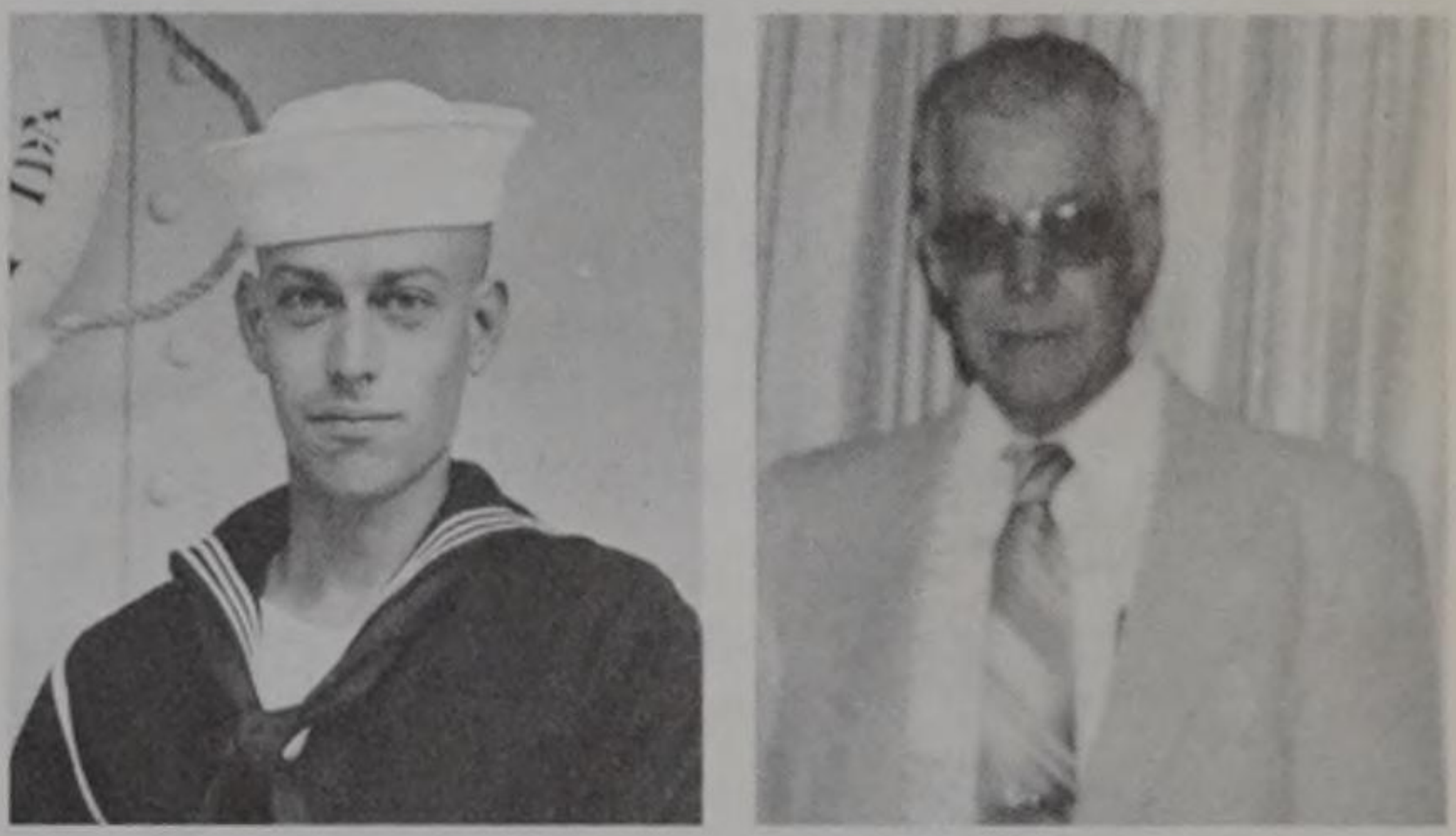
AUGUST A. GRETZINGER, JR., EMC, joined the USNR July 1, 1928 in Jersey City, NJ, as a seaman. By the time his division was called to active duty, Jan. 30, 1941, he had made a two week cruise on several four stack destroyers, also on cruiser *Quincy* and two battleships, *Texas*, and *Arkansas*.

When the reserve division was called to active duty they were stationed on the USS *Tattnal* (DD-125) at the 15th Naval District Balbo, Canal Zone in the special service unit with the Gun Boat *Erie* in command. Was electricians mate first class transferred to shore duty 15th N.D. in charge of theater and emergency electric power. Promoted to chief and returned 3rd N.D. New York City until the end of WWII.

When the USNR was reactivated, he rejoined in 1947. Made a trip on USS *Wisconsin* to Panama Oct. 19, 1950 was called back to active duty and assigned to reactivating USS *New Jersey* (BB-62) in Bayonne, NJ. The *New Jersey* was put in commission in November 1950 and they went to Norfolk, VA for shakedown to Guantanamo Cuba. Returned to Norfolk then to Korea. Left the *New Jersey* and put in voluntary retirement list until he reached 60 years of age, was then retired from the Navy, with compensation, as Chief Electrician Mate USNR.

He has seen all *Iowa* Class Battleships recommissioned.

VIRGIL H. GREUNKE, water tender Third Class, USS *Tennessee* (BB-43), born Sept. 9, 1922 at Randolph, NE. Lived on a farm.



Drafted into the Navy, May 26, 1943. Went through boot camp at Farragut Naval Training Center, Farragut, ID. Upon completion of boot camp, went aboard the USS *Tennessee* (BB-43) in San Francisco Bay on Sept. 6, 1943. Served on it in the South Pacific until August 1944. Then was assigned to the USS *Shangri-La* (CV-38). Served on it until August 1945, also in the South Pacific. Was then assigned to the cruiser USS *Fargo* until being discharged on the point system in April of 1946. Received Victory Medal, American Area, and Asiatic Pacific Ribbon with four Stars. Was discharged at USN PSC, St. Louis, MO.

After discharge, was employed at Geo. Hormel Co. in Nebraska for 13 years and Lockheed Missiles and Space Computers in California. He is now retired.

FELIX A. GRIESHABER, F 1/c, USS *Tennessee* (BB-43), (1941-1942), born May 5, 1921, St. Joseph, MO. Graduated St. Mary's and Christian Bros. High. Worked 18 months for Schmidt Carriage Co.; attended three semesters of machine shop practice.

December 7, 1940, was on his way to Great Lakes to be a Tool and Die maker. Attended Machinist School at Great Lakes and Ford Motor Co., River Rouge. (Boy "had it made"). Arrived aboard the *Tennessee* to find the machine shop had a full compliment. Was assigned to Boilermaker Gang. Because of shipovers, was transferred to #6 Fireroom, then to oil shack until after Pearl and Bremerton yards. Heading for Coral Sea, all the boiler room blower bearings began to overheat. Seemed he was the only available person with knowledge of scraping bearings, so he became third deck machinist; scraping bearings, until they discovered that the ship yard had put all of the bearings in backward. "Once more, surplus"!

After Midway transferred to the USS *Lyon* (AP-71) November 1943, after Safi; Gela; and Salerno transferred to Boiler School at Philadelphia. Then chose the USS *Baxter* (AP-94), and "back to the Pacific"! After Leyte campaign passed up WT 1/c for a transfer to the USS *San Marcus* (LSD-25), and "back to the Pacific" to Tokyo Bay, then the A Bomb test. Left the ship at Kodiak for discharge Feb. 8, 1947, as WT 1/c.

Married in 1948, has seven children. Worked nine years for St. Joseph Light and Power, eight as Shift engineer. Resigned; went to work for Bureau of Prisons at Leavenworth. After two and one-half years, transferred to El Reno, OK, as Chief Engineer for six and one-half years - then back to Leavenworth for the completion of 20 and retirement. Worked for Marion Laboratories seven years, retired again December 1983. He now resides in Raytown, MO. Travels about 25% of the time, bowls twice a week, helps friends in need, and indulges in hobbies.

BRUCE E. GRIFFITH SR., USS *Wisconsin* (BB-64), Fire Controlman 1/c, born Feb. 25, 1922 in Bruce, WI. Attended elementary and junior grade school in New Holstien, WI and attended high school in Menasha, WI.

Joined the Navy V6-USNR on Oct. 20, 1942. Boot training (nine weeks) at Great Lakes, IL Camp Greenbay - Co. #1417. Served aboard the USS *Frankford* (DD-497) (Plank Owner) and the USS *Eugene A. Greene* (DD-611).

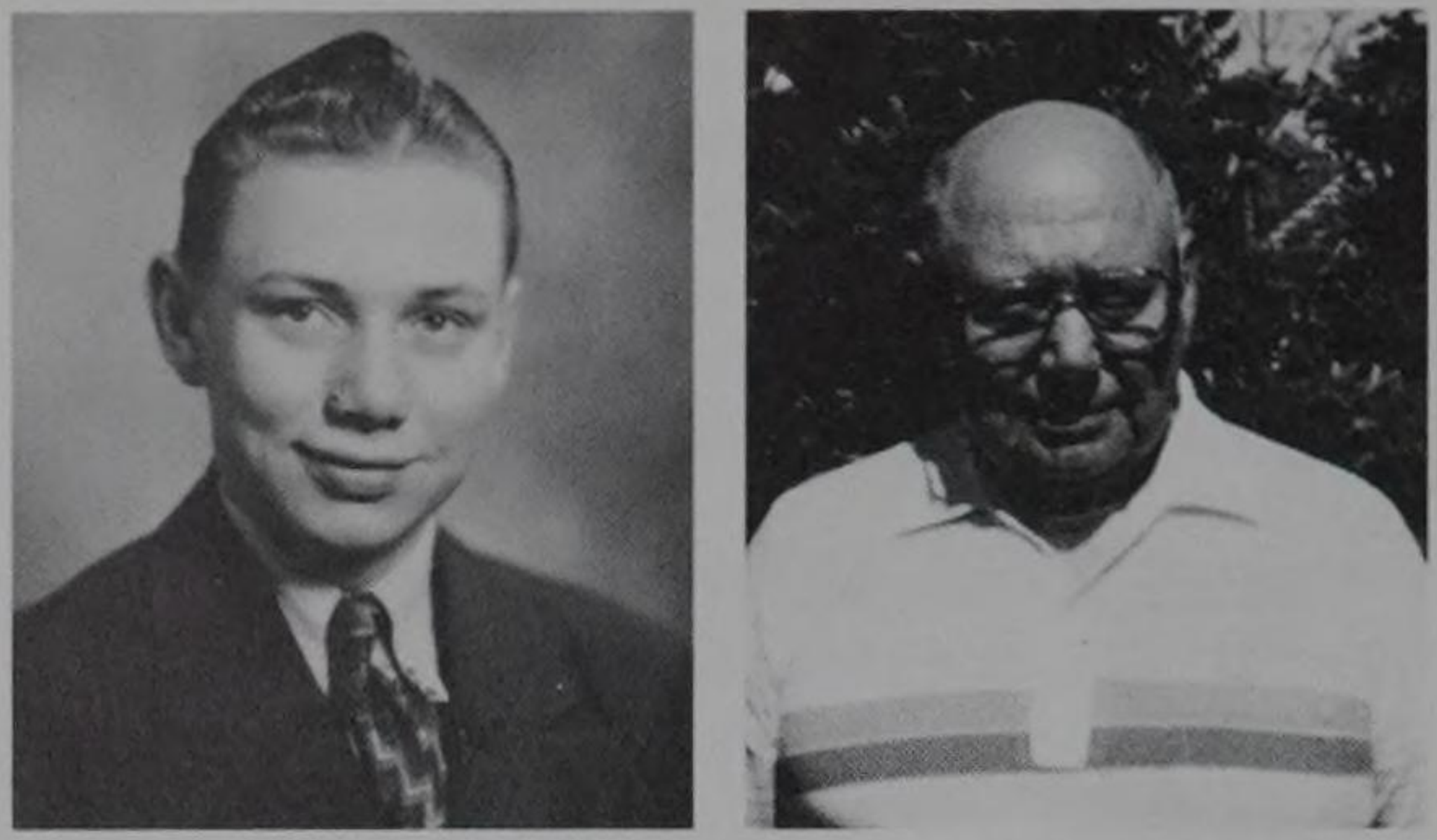
Discharged Nov. 4, 1945 to Active Reserve Duty. Recalled to active duty on Oct. 16, 1950. Assigned to the USS *Wisconsin* (BB-64) (Plank Owner second recommissioning). Transferred to the USS *Newport News* (CA-148) in April 1953. Discharged from the Navy (honorable) on June 14, 1953.

Service Medals as follows: WWII Victory Medal, American Theatre Medal, European-African-Middle Eastern Medal, Asiatic-Pacific Area Campaign Medal and Good Conduct Medal.

After discharge went to work for U.S. Navy, Department of Defense, Civil Service. Norfolk Naval Shipyard & Naval Electronics Systems Command Great Lakes, IL. Retired on Oct. 22, 1977. Thirty years combined Military and Civil service.

After one year in retirement went back to work in the Security Field. Worked his way up to Director of Security/Safety for the Lakehurst Mall in Waukegan, IL from May 6, 1982 until Dec. 5, 1988. Retired Dec. 5, 1988. Elected President of the Illinois Security Chiefs Assn. for 1988.

NORMAN W. GROSZ, USS *Pennsylvania* (BB-38), PHM 2/c, joined the Navy June 16, 1943. Went to boot camp at Farragut, ID until August 10. Went home on leave until Aug. 25, 1943. September 5, 1943 went to Hospital Corps School at Farragut, ID. Until Oct. 24, 1943. October 26, 1943 arrived at USNH Mare Island, CA. Went to Napa State Hospital for a few days. Then went to Pearl Harbor on USS *Craven*. Went to USNH Asia Heights in Aloha, HI for a few days. December 13, 1943 arrived aboard USS *Pennsylvania*. Took part in the following combat operations: Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam Peleliu, Leyte, Japanese Surface Battles, Lingayen, Wake and Okinawa.



Arrived at Bremerton, WA on Oct. 24, 1945. Earned eight Battle Stars; Good Conduct Medal, and Navy Unit Commendation. At Bremerton was transferred to USS *Greyhound*. For duty with flag of inactive fleet. Discharged from Navy Feb. 1, 1947. Went back to Armour, SD, where he drove a truck. Farmed until 1965 then travelled to West Bend, WI, where he worked for Weasler Eng for 22 years. Retired March 1988, Norman is travelling and still works part-time for Weasler Eng, when he is in West Bend.

Has a house in South Dakota where they spend some time.

His wife's name is Catherine, they have been married for 38 years. Have four boys, one daughter, and ten grandchildren.

HOMER W. GROUNDS, Gunner Mate 2/c, USS *Pennsylvania* (BB-38), born July 18, 1923 in Houston, TX. Graduated from Sam Houston High School. Enlisted in the Navy January 1943. Received boot training at San Diego, CA. Served in the Texas National Guard from 1936 to 1939 in the 36th Div. Tank Co.

He remembers being in his bunk saying his prayers when a torpedo hit the ship. Every man in the compartment next to his was killed. He barely escaped out of the hatch with the water up to his neck.

He has lots of pleasant memories of old BB-38, some bad. His twin brother, flag radioman on USS *Chester* got permission to come aboard for 24 hours at Guam. Almost got into trouble for stealing a bucket of water to clean up with, the officers could clean up they got water, he was doing lots of dirty clean up details after torpedo hit and was crudy as could be. The war was already over so he didn't get court marshaled, but sure thought they would put him in brig.

Money or time will never take those good and bad days away from him or the wonderful shipmates who have been his best friends from that day to this day.

He managed to get one of the brass tonkins, used on the end of five inch gun barrel in the peace time Navy, they used canvas covers during the war. This year he had a plaque made to display it and made it the property of USS P*ennsylvania* reunion as long as there is one. Then it is to go on public display in Pennsylvania at a museum for the USS *Pennsylvania.*

Homer was discharged in January 1946.

He married Bonnie Lee C. Cruse in June 1947. He retired in 1985 as a locomotive engineer for the Missouri Pacific Railroad.

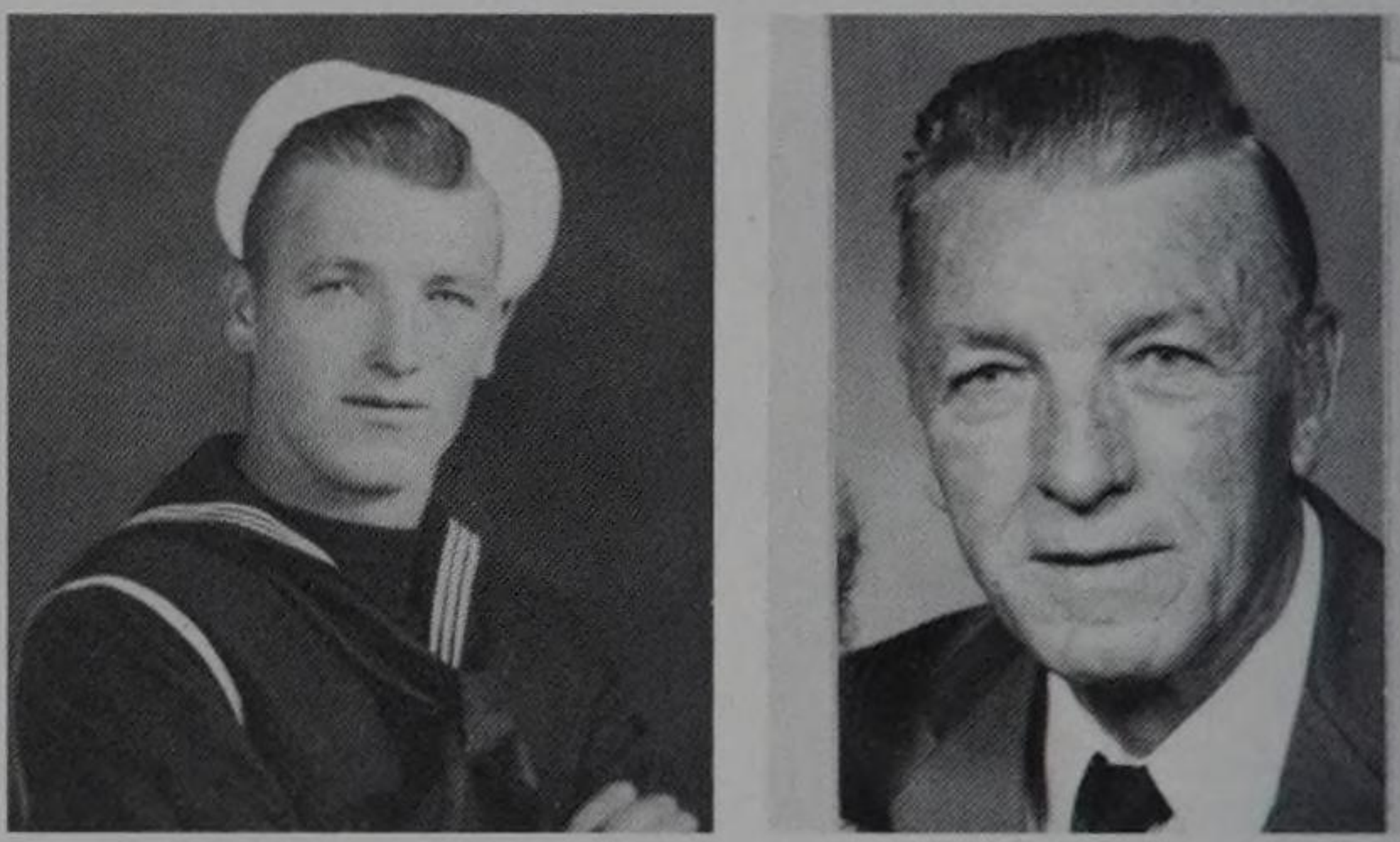
CHESTER L. GROVE, USS *Maryland* (BB-46), Lt. (C), USNR, enlisted as an Apprentice Seaman at Portland, OR, November 1941. Sent to NTS San Diego, CA for boot training.

When war declared, was transferred to Div. 4 of USS *Maryland* on her return to States from Pearl Harbor, Jan. 5, 1942 - April 1943. Was transferred to Rec. Ship, San Francisco FFT, where on July 4, 1943, his enlistment terminated as Radioman 3rd Class to accept commission as Ensign USNR. Reported to NTS (indoctrination), University of Arizona and then to Naval Training School (communications), Los Angeles, CA and thence to CincPac Communication Pool where he was assigned to USS *Santa Fe* (CL-60), Dec. 26, 1943. Served aboard her until he was discharged, except he was given additional duties as Radio Officer of ComCruDiv 13 Staff (CTF-56) during occupation of Japan, in September 1945 and Communication Officer October 1945. Was discharged February 1946.

He earned nine Stars on Asiatic-Pacific Area Ribbon and two Stars on Philippines Liberation Ribbon.

CHARLES GRUBER, USS *Arkansas* (BB-33), born in St. Louis, MO on Oct. 19, 1916. Attended elementary school in Assumption, IL (pop. 1500). Enlisted in the Navy November 1940 in St. Louis. Boot camp at Great Lakes Naval Station. Went aboard the USS *Arkansas* on Dec. 2, 1940. Out of 45 who enlisted two went to the Navy.

Escorted convoys across the Atlantic. Major campaigns were at Normandy, Cherbourg, Southern France and Casablanca. Went through the Panama Canal in 1944. Was promoted to Chief Shipfitter. Joined the Pacific 6th Fleet. He was in the invasion of Iwo Jima, Okinawa and Philippines Liberation. Was at both Bikini Atoll bomb test. Took charge of a survey party to make reports of damage and used Geiger counters to make radio activity tests. Witnessed underwater explosion where the USS *Arkansas* is upside down in her eternal grave. Did salvage work aboard the USS *Conserver* (ARS-39), in 1946. Left for U.S.A. aboard USS *Fillmore*. Was discharged at San Francisco, CA in December 1946.

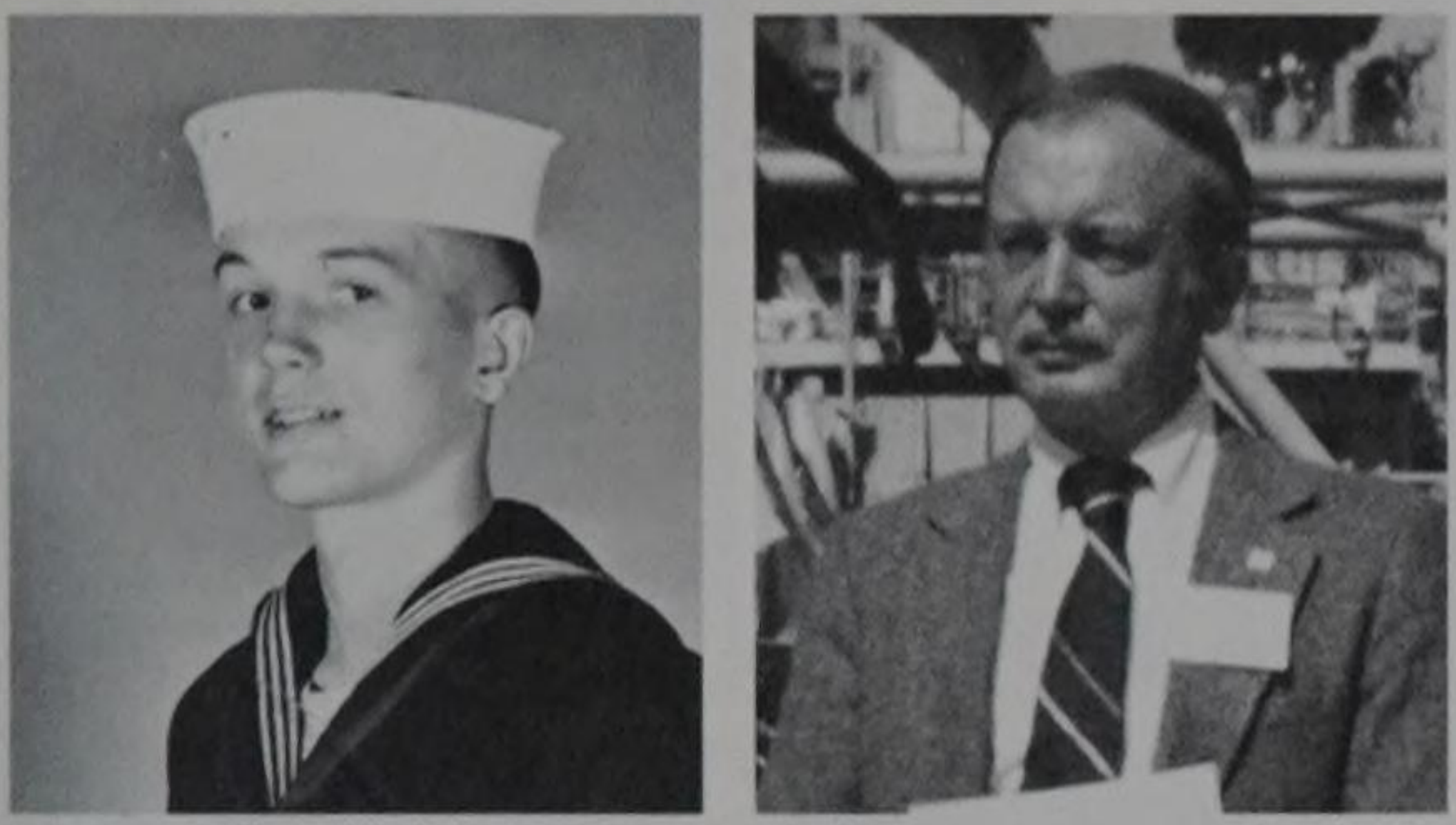


Employed at Decatur Signal Depot for ten years. Transferred to Lexington Army Depot, where he worked for 15 years, retiring in 1975.

Remembers...in the South China seas during a typhoon at night. The Engine Room was taking in water. The Captain asked for four volunteers to close the cowl vents on topside. Three shipmates and he secured the vents - just then a 30 foot swell hit him. Held on to the cowl vents and saved himself from fishbait. That's just one aboard the Arky!

ROBERT GRYGA, USS *Wisconsin* (BB-64), QM2 and restricted water helmsman. Enlisted in the U.S. Marine Corp Reserve August 1953 and assigned to a mortar unit as a P.F.C. in the 10th Rifle Co., USMCR, Grand Rapids, MI. Transferred regular Navy, October 1954 and sent to USNTS Great Lakes, IL, Camp Dewey for boot training (11 weeks). Upon graduation, sent directly to the USS *Wisconsin* (BB-64) and upon reporting aboard December 1954 at Norfolk, VA assigned as a fire controlman for the main battery. Within three months, assigned to N Div. as a quartermaster seaman apprentice and through qualification and on the job training became a Quartermaster Second Class by July 1957.

Several long cruises were made to northern Europe, the Caribbean, South America and subsequently one assignment to the 6th Fleet in the Mediterranean 1956 to 1957. Two notable events took place, one in 1955 when the ship ran aground Diamond Shoal Rock in New York Harbor, East River enroute to the Brooklyn Navy Yard and in 1956 when the ship struck and almost sunk the destroyer USS *Eaton* (DD-510) off of the Virginia Capes.



In addition to normal duties as quartermasters, the ship's navigator, Cmdr. Donald MacMillan, saw to it that all quartermasters became qualified in celestial navigation. As a restricted water helmsman, duties called for manning the helm leaving and entering port, coming alongside any and all vessels for fueling and replenishment and steering during general quarters. The strict rule was not to deviate from course more than one-half degree. Most noteworthy memory for a time, was being the last QM to steer a battleship through the Panama Canal prior to Vietnam. Served aboard the USS *Grant County* (LST-1174) until discharged as a QM1, November 1958. Remained with a local reserve unit until 1972.

Attended Aquinas College in Grand Rapids, became a letter carrier for the postal service and currently is a rural delivery analyst for the Grand Rapids Division with 34 years of federal service.

DONALD C. GUELICH, USS *South Dakota* (BB-57), joined the U.S. Navy on Dec. 26, 1941. Sent to Great Lakes and Navy Pier, Chicago, IL for boot training. Upon completion of training they were assigned to various ship details. He was assigned to the *South Dakota* and transferred to Rec.Sta.Phila for reassignment to the New York Shipbuilding Corp. Camden, NJ, to stand fire watches until the ship was commissioned on March 20, 1942. Assigned to the 4th Div. and trained on the 5"/38 Cal. gun mount as trainer and fuze setter. Before they reached the Panama Canal for duty in the South Pacific, he was re-assigned to the Navigation Div. Their first enemy engagement was an air battle off Santa Cruz Island on Oct. 26, 1942. (Credited with shooting down 32 Jap planes.) Second enemy engagement was a night Naval battle off Savo Island at Guadalcanal on Nov. 14-15, 1942. Ship returned to the States for extensive repairs. Promoted to QM 1/c and then transferred to other ships on Feb. 18, 1943.

Received on board the USS *South Carolina* 1000 (subchaser). Convoyed ships in the Gulf of Mexico and Atlantic Ocean. Promoted to QM 2/c and transferred.

Received at Newport, RI on July 25, 1944 for Amphibious Training and assignment to the USS *Stokes* (AKA-68) (Attack Cargo Ship). Participated in the invasions of Iwo Jima February 19 to March 2, 1945 and Okinawa April 9-19, 1945. Also the occupation of Japan in October 1945. Promoted to QM 1/c and transferred.

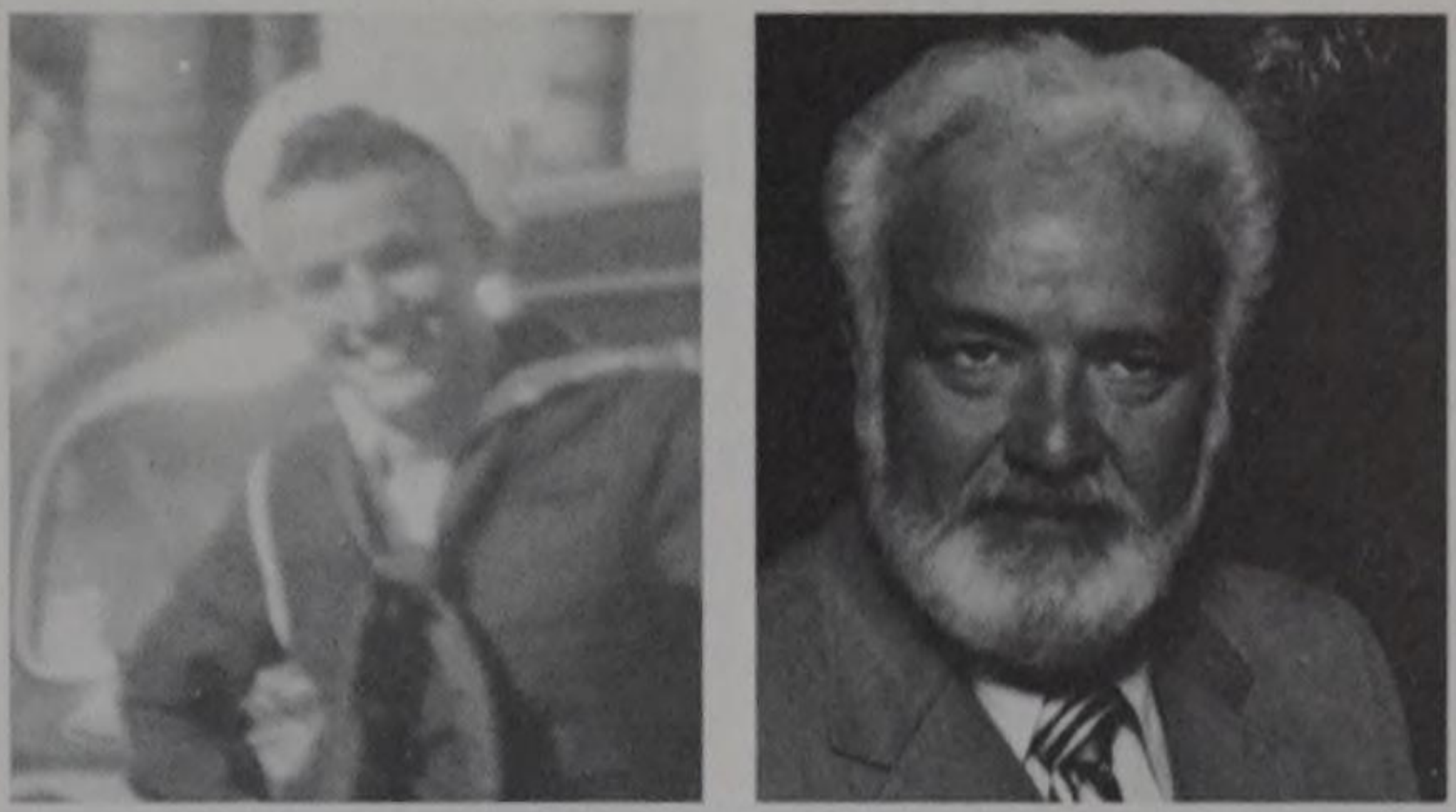
Received on board the USS LST-509 Solomons, MD. Transported air plane parts to Floyd Bennet Field Brooklyn, NY.

Discharged from the Navy on Feb. 2, 1947 with the following awards: American Theater Medal, Pacific Theater Medal with five Bronze Stars, Navy Unit Commendation Ribbon, Navy Occupation Service Medal with "Asia" Clasp, also the WWII Victory Medal and the Navy Good Conduct Medal.

Married while in the service and his wife, Harriett, had three children: Jim, Theresa and Nanette. They now have eight grandchildren and one great-grandson. He is retired from the U.S. Government.

ALFRED JOSEPH GUNTHERBERG, Y 3/c, USS *Tennessee* (BB-43), born Nov. 12, 1922 in Beans Creek, TN. Joined the Navy Dec. 15, 1942. Received basic training and radar school in San Diego, CA.

Alfred's most memorable experiences are almost being hit by a kamikaze plane (he was missed by seconds) and taking a trip around the world.



He received the Good Conduct Medal, American Campaign Medal, Asiatic Pacific Campaign Medal w/ one Silver and four Bronze Stars, WWII Victory Medal, Navy Occupation Service Medal w/Asia Clasp, Navy Unit Commendation Ribbon Bar, Philippines Liberation w/one Bronze Star and the Philippines Presidential Unit Citation.

He was discharged March 22, 1946.

Alfred is married and has seven children and nine grandchildren. He retired February 1980 as Sears 400 Division Manager. He served in the Naval Reserve from Jan. 4, 1956 to Jan. 1, 1960.

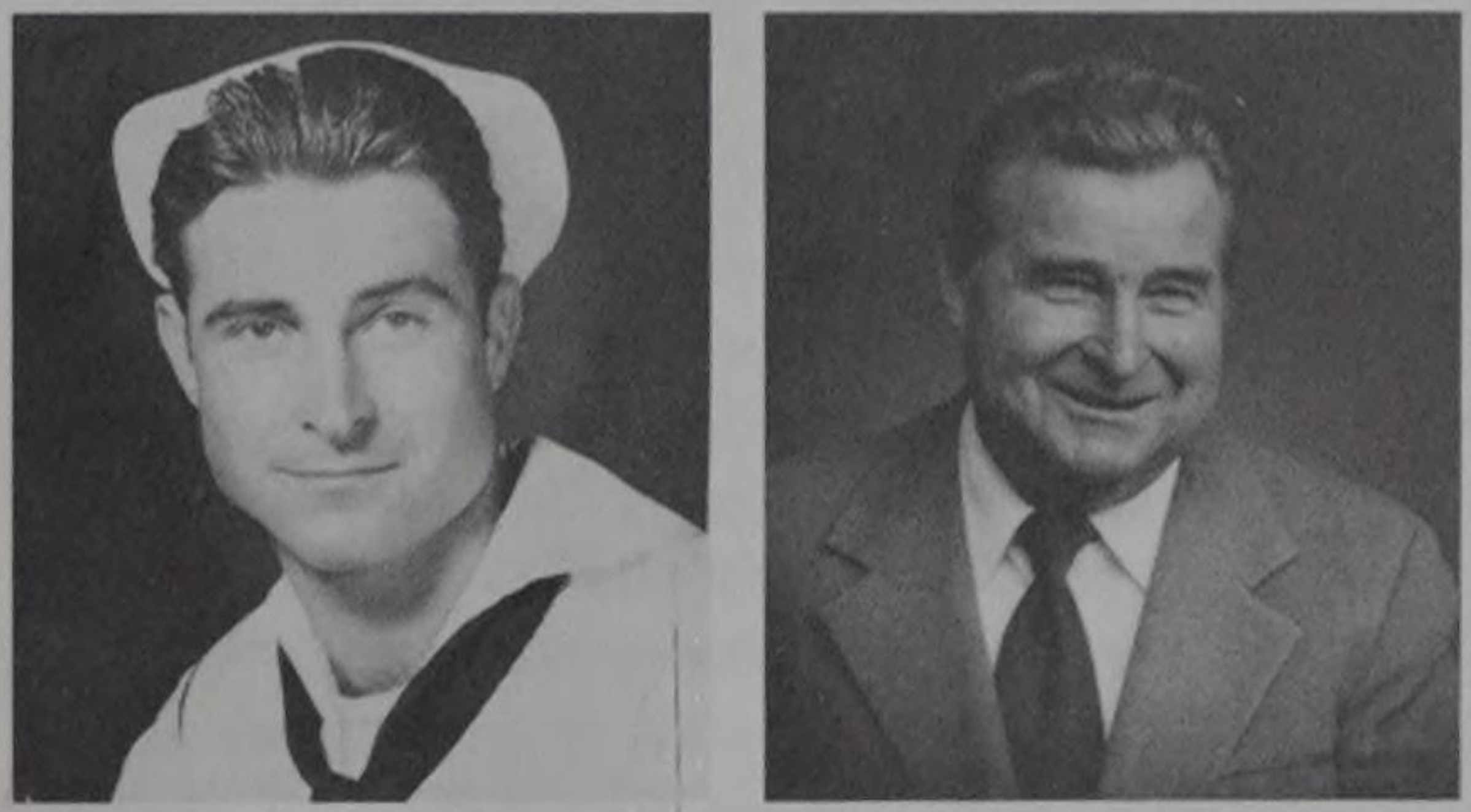
ALBERT JOHN GURTNER, Fireman 2/c, USS *Missouri* (BB-63), born Jan. 8, 1924 in Pittsburg, PA. Enlisted in the Navy March 18, 1944.

He was stationed at NSNTS in Sampson, NY, NTS at Newport, RI and in the Pacific Ocean. He was discharged Jan. 17, 1946.

Albert's most memorable experiences are the Japanese surrender and being aboard the USS *Missouri*.

He married Lillian May 16, 1963. They have two daughters. He retired January 1986 as a diesel mechanic.

HENRY LOUIS GWYNN, USS *Nevada* (BB-36), born Nov. 13, 1921 in Woods Cross, UT. Joined Navy in Salt Lake City as an USNR Aug. 31, 1942, boot training at Great Lakes, IL. Sent to Bremerton, WA to become a crew member of the USS *Nevada* 11th Div. Served at Attu, Normandy, Cherbourg, Southern Toulon, Iwo Jima, Okinawa, Jaluit Atoll. Also East China Sea duty.

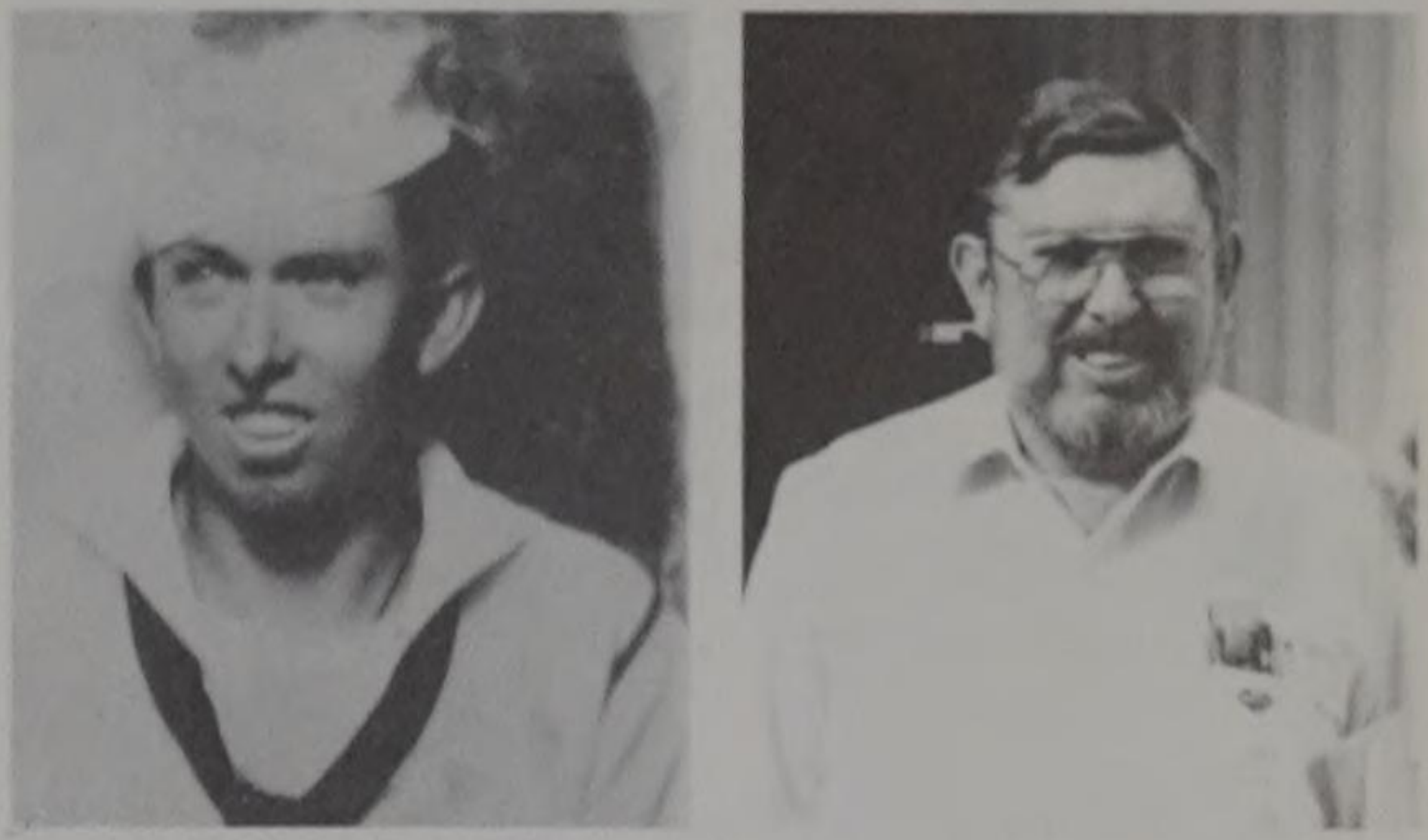


Being left handed, he was trained as a left first loader on the 5"38 cal. gun. Remained a seaman 1/c and loader the entire period aboard. When the *Nevada* returned to the States at San Pedro, CA he was released from the ship, sent to Clearfield, UT and discharged at the Clearfield Navy Supply Depot Dec. 11, 1945.

Before service time, worked on farms, drove trucks, cars and pulled house trailers from South Bend, IN to Salt Lake City. Spent several years with the Denver and Rio Grand Railroad firing engines and shop work. After leaving the service, joined the Operating Engineers, worked with heavy duty construction equipment for 35 years. Retired in 1983. He has six children and ten grandchildren. He lives in Taylorsville, UT with his wife and youngest daughter at present time.

MAXWELL SCOTT HALL, SR., USS *Pennsylvania* (BB-38), S 1/c, born Feb. 2, 1924 in Bessemer, AL. Attended school in Sumiton, AL. Enlisted in the Navy in April of 1942 and attended eight weeks of recruit training at USNTS San Diego, CA.

After two weeks of leave was sent to the Naval base at Bremerton, WA and then in July of 1942 was assigned to serve on the USS *Pennsylvania*, where he spent the balance of his time in the Navy.



While stationed aboard the flagship *Pennsylvania*, took part in the following combat operations: Aleutian Islands, Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake and Okinawa.

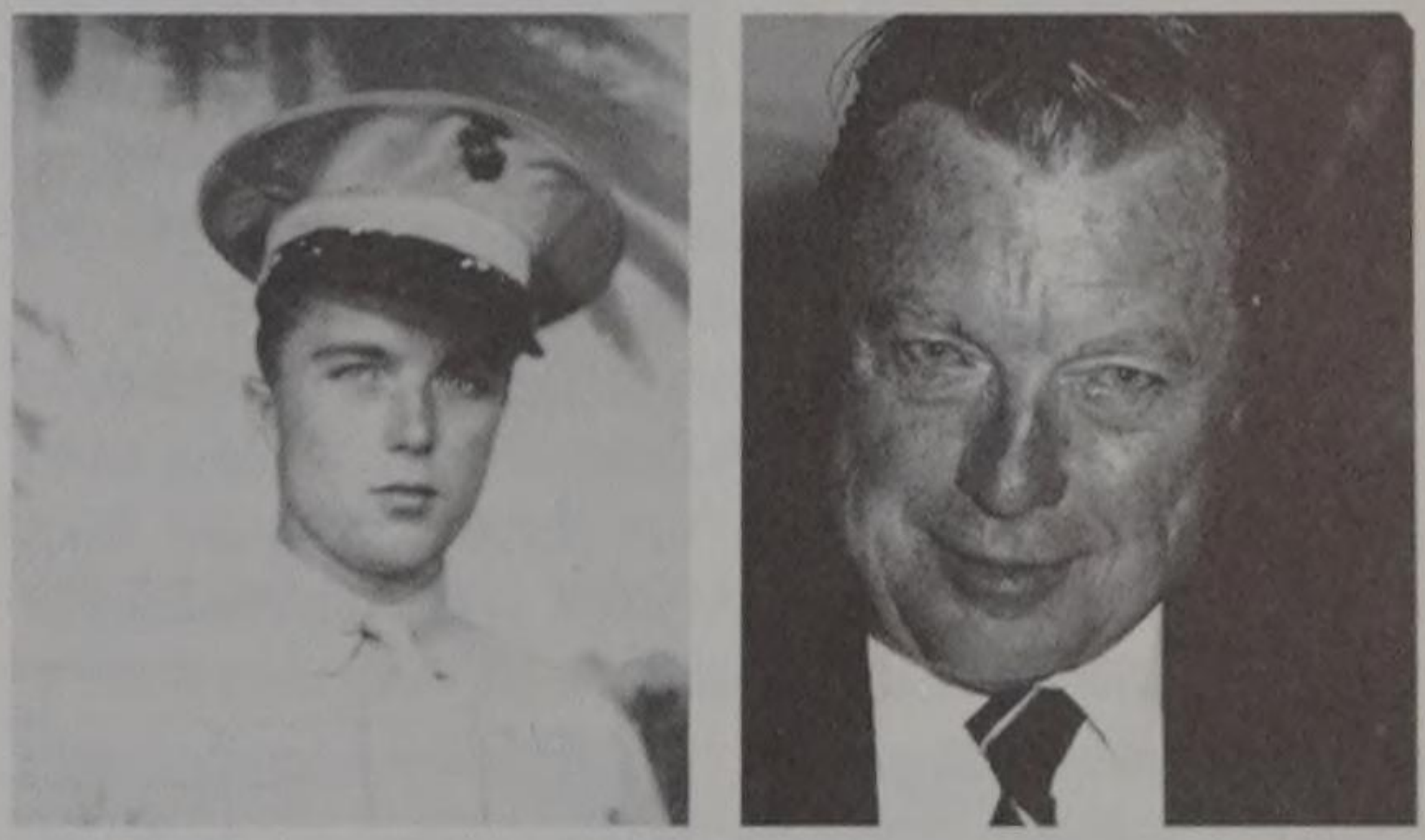
The USS *Pennsylvania* arrived at Bremerton, WA on Oct. 24, 1945, after earning eight Battle Stars (the Navy Unit Commendations and the Philippines Liberation Medal). Was discharged at NAS Millington, TN on Feb. 15, 1946 and returned home to Sumiton, AL.

He is retired after 43 years as a field engineer, in the telephone industry. Most of his time now is spent working in his garden and fishing.

WARREN G. HAMBLY, Plt. Sgt., USS *North Carolina* (BB-55), enlisted USMC at Butte, MT on June 17, 1942. Served Marine Detachment USS *North Carolina* Oct. 20, 1942-Dec. 6, 1945.

While aboard the *North Carolina* earned the following decorations: American Defense Service Medal, American Campaign Medal, Asiatic Pacific Campaign Medal w/16 Stars, WWII Victory Medal, Philippines Defense Medal, Philippines Liberation Medal, Philippines Independence Medal, Philippines Republic Presidential Unit Citation, Combat Action Medal, Medal of Freedom and Presidential Unit Citation.

Personal awards received: USMC Good Conduct and Letter of Commendation.



Discharged June 17, 1946 at Marine Barracks Treasure Island, CA.

Pursued a career in law enforcement, most of which was with the Los Angeles Police Department.

Retired in June 1980 and now pursues a career of home maintenance, golf and travel.

ROBERT T. HAMIL, USS *South Dakota* (BB-57), joined the Navy July 6, 1942. Completed five weeks boot training at USNTS Great Lakes, IL. After boot training was assigned to duty aboard the USS *Wichita* and saw action at Casablanca and Algiers in the African Campaign. After returning to the U.S. spent a short time in the USNH in New York, then was transferred to Norfolk, VA where he was assigned to serve aboard the USS *South Dakota*. On March 6, 1943 transferred off the USS *South Dakota* at sea to the USS *Rescue* (AH-18) then to the USNH, Navy 926 Guam. After he returned to the States, was assigned to permanent shore patrol, serving in Chicago, IL; Miami, FL and Jacksonville, FL. Re-assigned to RS Brooklyn, NY where he was discharged honorably on Dec. 7, 1946. Highest permanent rank held was Coxswain.

Received the following medals: Asiatic-Pacific Area Medal w/13 Stars, European-African Middle Eastern Area Medal, Philippines Liberation Medal, American Area Medal and Victory Medal.

After discharged, returned to home in Madrid, IA with his wife Mary. Worked approximately 42 years in the aircraft and aerospace industry. Retired Jan. 31, 1987.

LELAND W. HAMILTON, Coxswain, USS *Pennsylvania* (BB-38), born Loraine, TX Sept. 8, 1924. Joined the Navy March 18, 1943 and went through boot camp at San Diego. Transferred to the *Pennsylvania* at Bremerton, WA July 1943. First watch at sea was surface lookout at top of tripod mast. Remembers seeing whales for the first time on the way to Aleutian Islands. Was on sky lookout at Makin Island and saw the Liscombe Bay aircraft carrier torpedoed and blown up. Stayed aboard the *Pennsy* through the Leyte Gulf Campaign and was transferred back to good old U.S.A. in December 1944. Had shore duty at Tonforan race track at San Bruno, CA from February 1945 to March 30, 1946 when he was discharged.

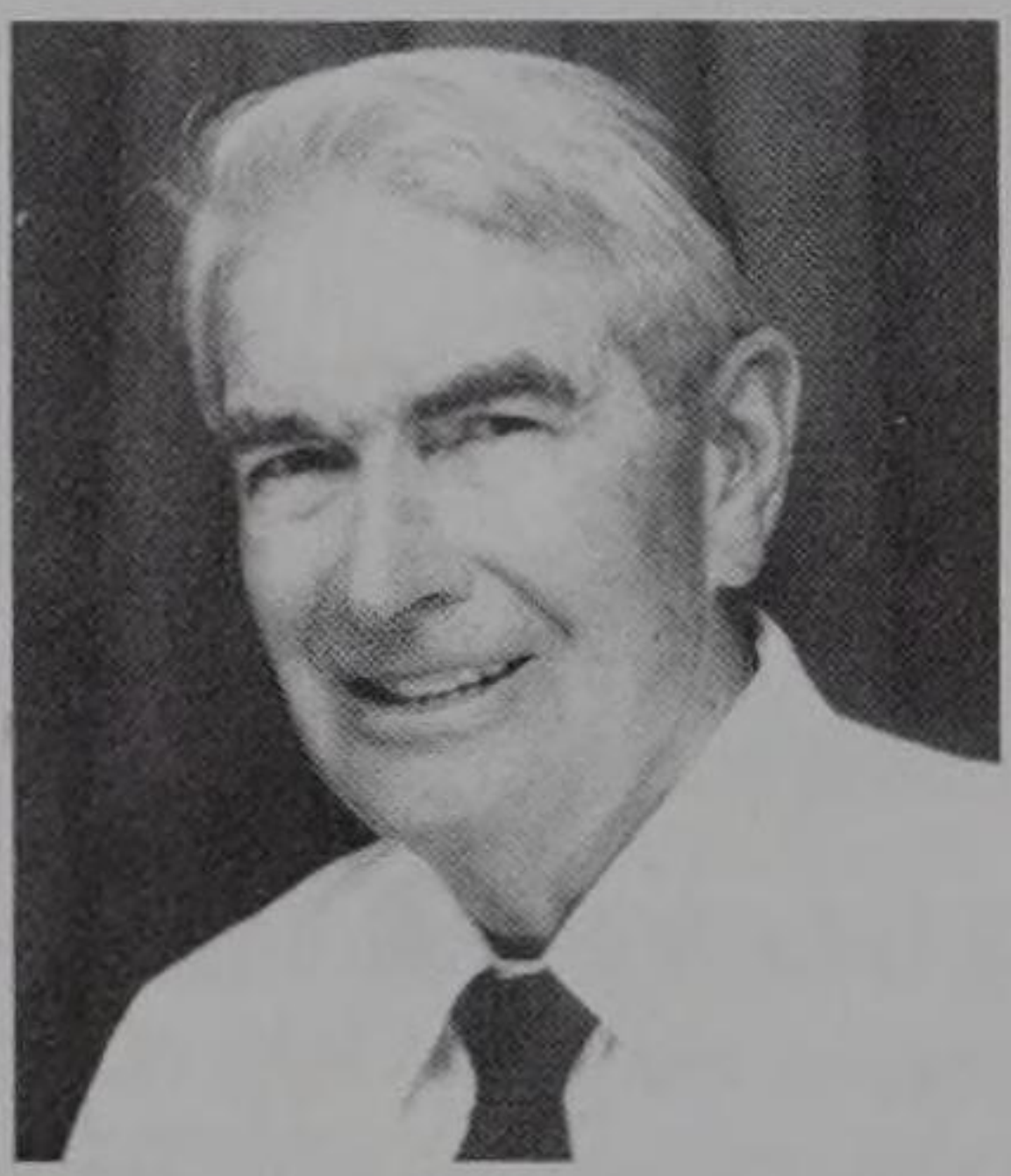
Received following service ribbons: Asiatic Pacific w/five Stars, American Area, Navy Unit Commendation, Philippines Liberation w/two Stars and Victory Medal WWII.

Worked for a major oil and gas company, quit and went to electronics school and had own business in electronic sales and service until February 1974. Started selling Chevrolets and retired as Sales Manager in August 1988.

Married Sept. 4, 1948. Has four children, one son and three daughters and 12 grandchildren.

LEO M. HAMILTON, Musician 1/c, USS *Pennsylvania* (BB-38), born Oct. 20, 1920 in Youngstown, OH. Enlisted in Navy June 10, 1942. Stationed at the U.S. Navy School of Music Washington, D.C.

His fascination with military band music led him to audition at the U.S. Navy School of Music. He passed and was sent to Norfolk, VA for three weeks boot camp. Then back to school for one year of music classes. Made broadcast band.



Was assigned to USS *Pennsylvania*. August 1, 1943, left for operation in Aleutians for a period of 19 months and 13 days.

Promoted to Petty Officer 1/c with the concert band activities his responsibility. Proved to be most interesting and challenging responsibility.

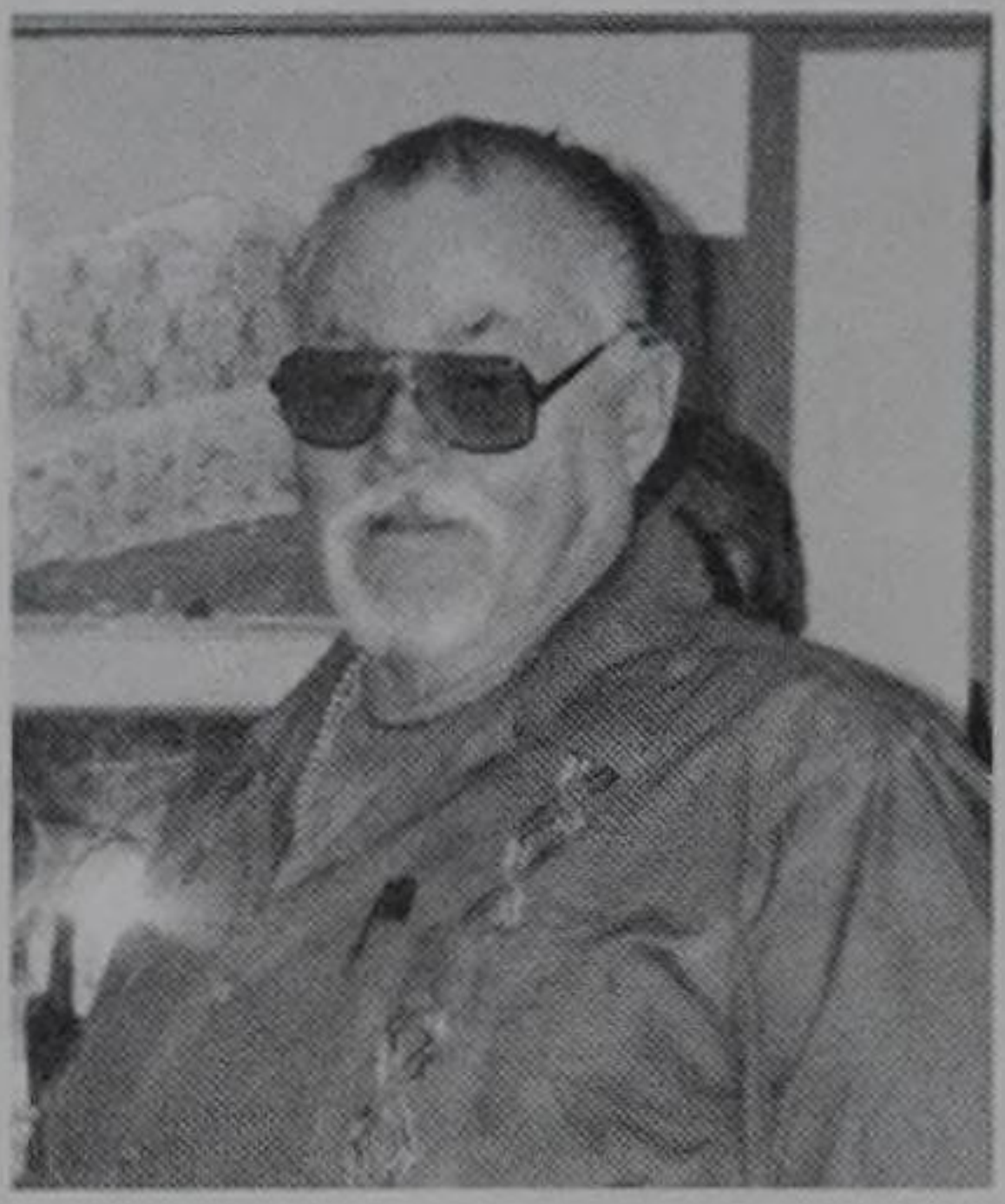
In July 1945 band was ordered back to music school where it was broken up. He remained at school for five and one-half months. Assigned to band at Naval Training Center in San Diego where he remained until discharge April 1948.

Graduated in 1953 from San Diego State. Taught history in San Diego city schools for 31 years. Presently retired, however, still works occasionally with a band and the ballet orchestra along with some classroom lectures.

Will always be grateful to Navy and the experiences that set stage for the rest of his life.

JAMES EDWARD HAMMOND, RM1, USS *Missouri*, born May 29, 1925 in Hogansville, GA. Enlisted in Navy Sept. 3, 1943.

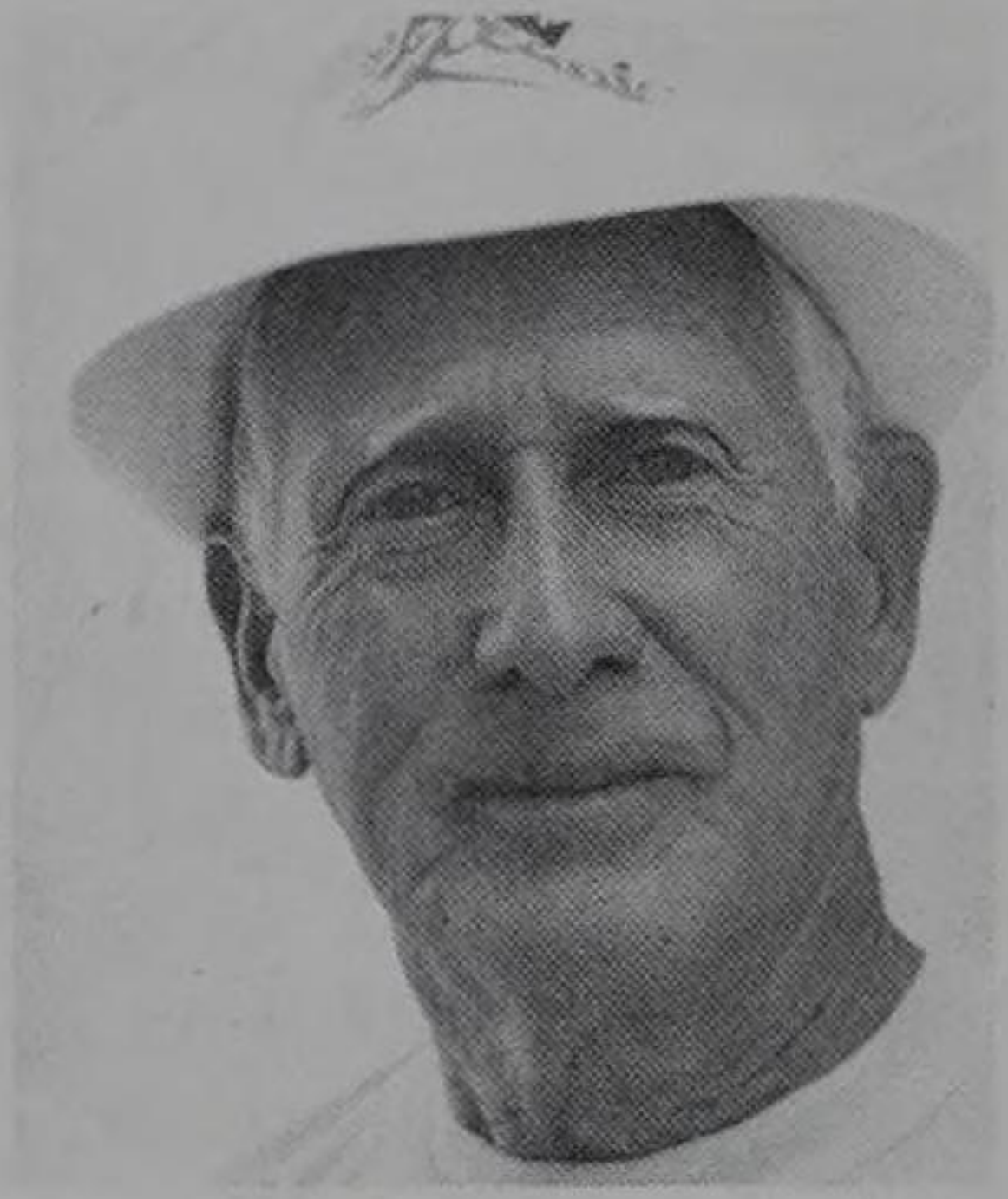
Served on the *Missouri*, *Haynsworth*, *Waldron* and *Delta*. Discharged March 3, 1965.



He was one of the four men that set up the mess tables for the signing of the Peace Treaty. That white hat in all photos is him.

Married March 10, 1960. He has five children and 16 grandchildren. Retired Nov. 1, 1987 from Pacific Telephone Company.

WILLIAM E. HANRAHAN, SM 3/c, USS *Mississippi* (BB-41), born Ottumwa, IA July 17, 1918. Enlisted in Navy Aug. 11, 1936. Went through boot training at the Naval training station, San Diego, CA and then went aboard *Mississippi* for duty.



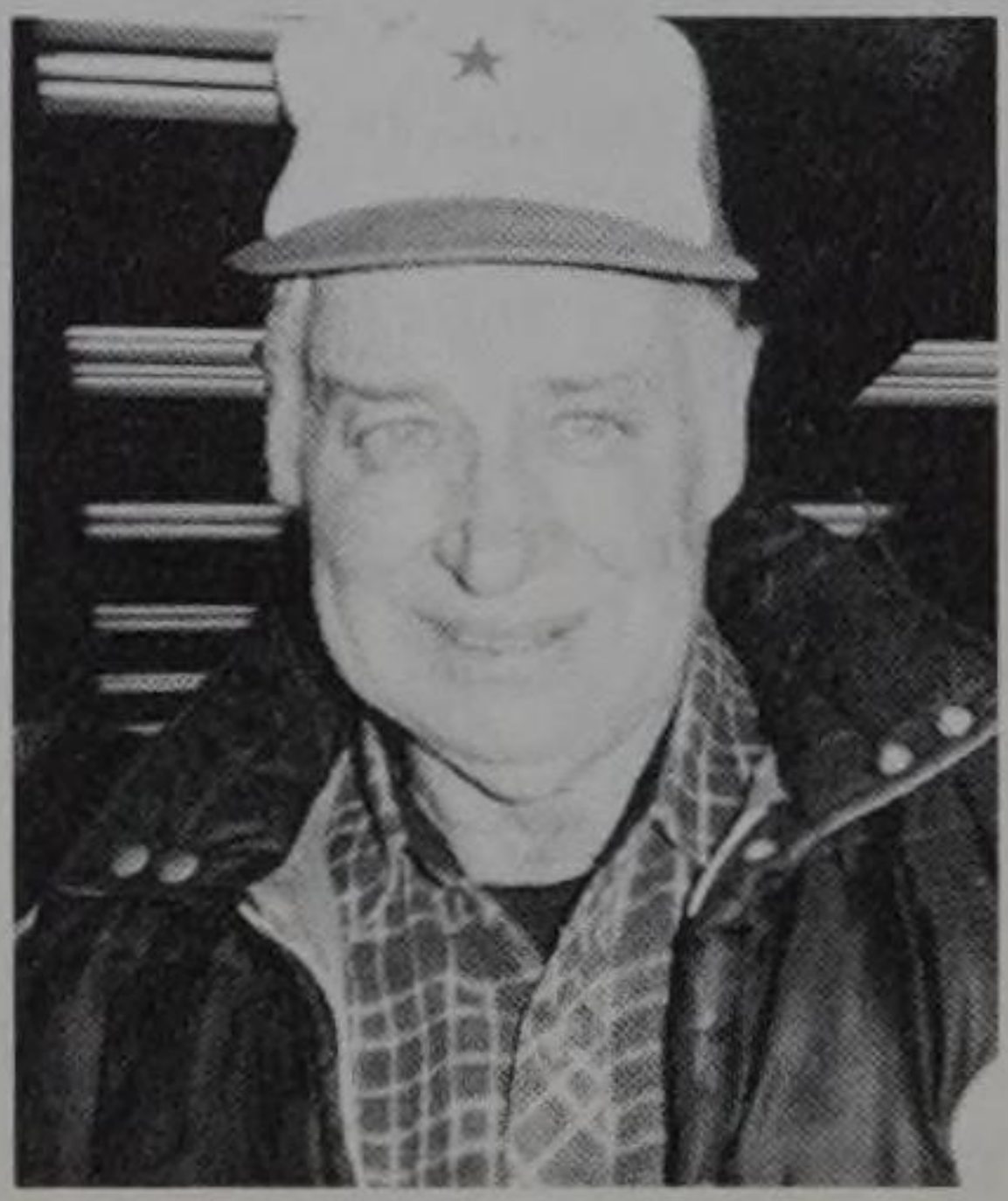
Shipped over as S 1/c in 1940 at Sand Point, Seattle, WA and made AMM 3/c just prior to being transferred to Norfolk, VA where he served in Advanced Bases Aviation Training Unit as an instructor. Made ACMM in 1943. Served in Casu's and Fasron's stateside, in Hawaii and in Alaska. Had shore duty at Point Mugu, Oxnard, CA and did a nine months cruise to the Far East with VF-91 aboard USS *Kearsarge*.

Retired in 1956 as ADC, lived in Oxnard, CA and worked for Raytheon Company for almost 12 years.

Now living in Lincoln, NE and has been fully retired for many years. A large home and yard keeps him plenty busy.

JAMES H. HANS, Gunners Mate 3/c, USS *Pennsylvania*, born March 23, 1923 in Weirton, WV. Boot camp at Great Lakes.

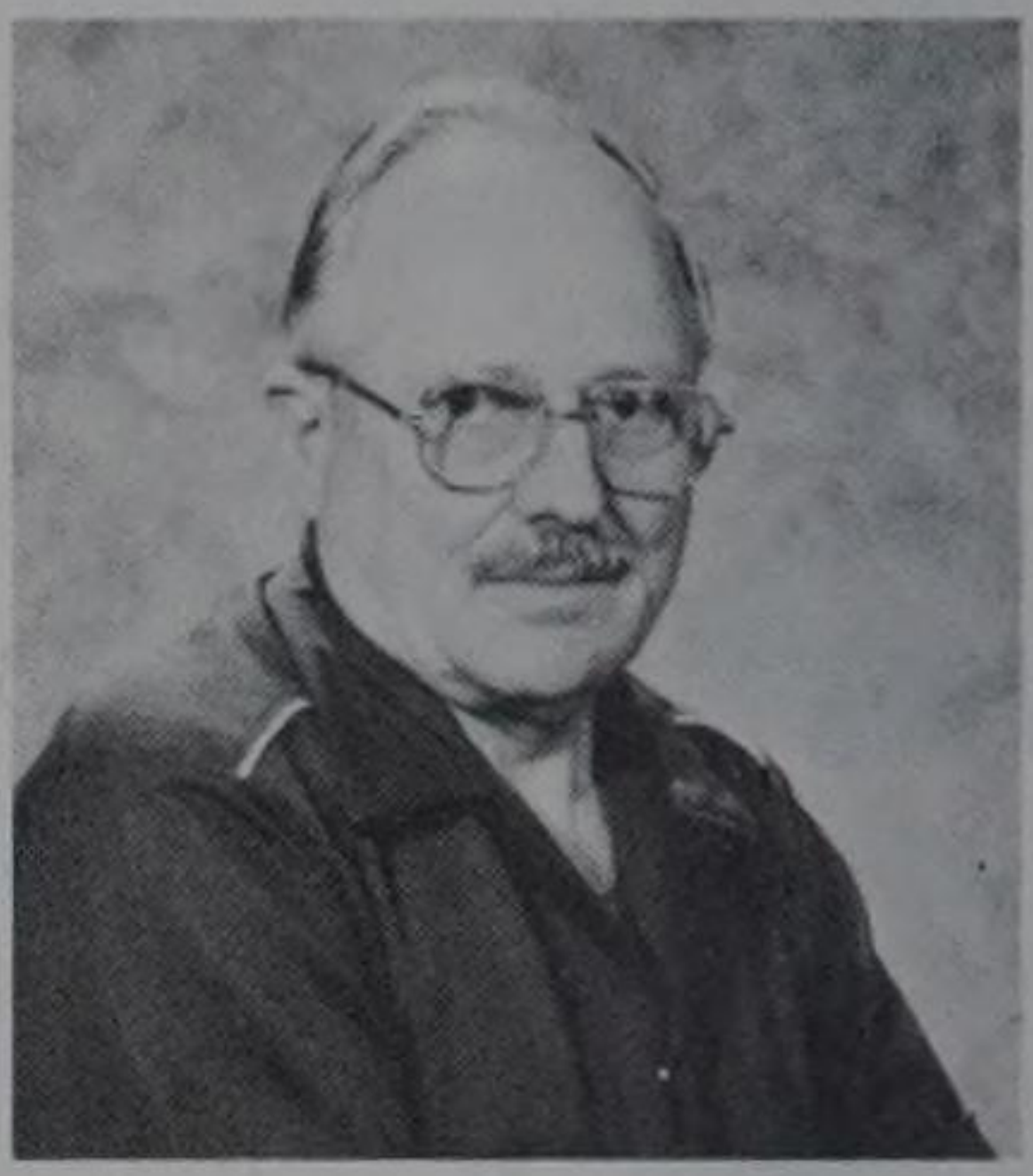
He spent most of his time aboard ship in the Pacific. Was on Bikini Island for Atomic Bomb test. Discharged Feb. 2, 1947.



Received following medals: American Theatre, Navy Unit Citation, Asiatic-Pacific w/six Stars, Good Conduct and Victory Medal.

He was married March 26, 1945. Has three children and six grandchildren. Retired May 1980 from Weirton Steel Company after 39-1/2 years.

ELDEN L. HANSEN, Staff Commander, Battleship Div. 3, Chief Warrant Officer W-4, born Sept. 26, 1921 in Blackfoot, ID. Attended elementary and high school in Pocatello, ID. Enlisted in the Navy in October 1938 and attended recruit training in San Diego, CA.



Served aboard the following ships and stations; USS *Idaho* (BB-42), USS *New Mexico* (BB-40) and USS *Mississippi* (BB-41) 1939-1944; promoted to Warrant Radio Electrician in 1943; attended Warrant Officers Electronics Engineering School, Naval Research Laboratory, Washington, D.C. 1944-1945; USS *Missouri* (BB-63), 1945-1946; instructor, Officers Electronic School, Treasure Island, CA, 1946-1949; USS *Norton Sound* AVM-1, 1949-1952; Clarksville Base, Clarksville, TN, 1952-1955; Special Weapons Unit Pacific, North Island, San Diego, CA (USS *Shangra La* CVA-38, USS *Lexington* CVA-16 1955-1958). Retired with the rank of Chief Warrant Officer W-4 in January, 1959.

After retiring from the service, worked for Thiokol Corporation as Supervisor Standards Laboratory and Tool Quality Control 1959-1986. Retired August, 1986.

Evangelist for Church of Christ in Brigham City, UT since 1964.

Member USS *Idaho* and USS *Norton* Sound Assns.

JAMES M. HAPENNY, Fire Controlman 2/c, USS *Missouri* (BB-63), (February 1947 to November 1951), born Nov. 28, 1929 in Newton, MA.

In June of 1950, was extended an additional year because of the Korean War.

During the invasion of Inchon, Korea, was the J1 Talker to the Bridge from one plot, Main Battery. Job was to stay with the Main Battery Control Officer, a full Commander, at all times. The door to one plot opened with a bang and in walked Gen. Douglas McArthur with several other Generals and Admirals. With everyone talking he could not hear instructions from the Gunnery Officer. All of a sudden Gen. McArthur bellowed, "It's my boys out there and I can't hear with everyone talking. Shut Up." He looked directly at James, smiled and winked. When the main invasion was over Gen. McArthur proceeded to leave one plot but, before he went through the door he looked until he found James and waved goodbye.

Married with five children and five grandchildren. Quality Assurance Manager, Raytheon Co. Andover, MA Missile Systems Division.

SAM HARLAN, MM 2/c, was assigned to the USS *Tennessee* (BB-43) in 1942 after it returned to

Bremerton, WA from Pearl Harbor. Was in both A and B Divs.

Operated with the 1st Fleet in the Aleutian Campaign; the 5th Fleet in Gilbert Campaign, Tarawa Roi-Namur Islands, Engebi Island, Eniwetok Atoll, Perry Island.

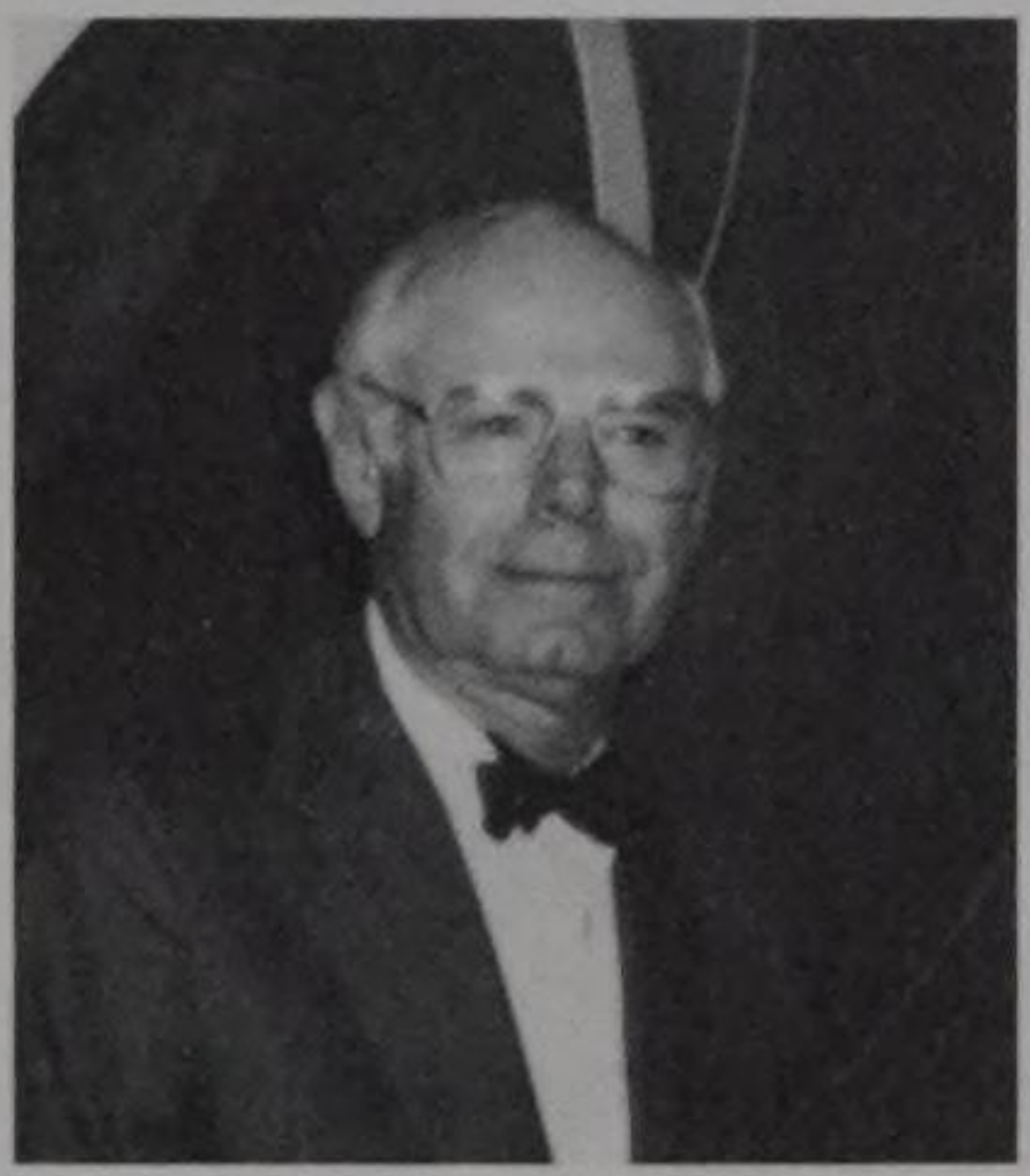
With 3rd Fleet in New Ireland Campaign, Kaviens, 3rd Fleet Marianas Campaign - Saipan, Guam, Tinian, 3rd Fleet Palau Campaign - Anguar, 7th Fleet Philippines Campaign, Leyte Invasion, Surigao Strait Night Surface, engagement with Japanese Fleet. The last invasion he was in aboard the USS *Tennessee* was Iwo Jima.

Requested a transfer from the *Tennessee*. All his friends thought he was crazy, and he loved the ship, but felt he must get off, and was told later, the man who took his battle station was killed. He will forever be grateful to Mr. Cooper, his engineering officer, who granted the transfer.

Later helped put the USS *Admiral Hugh Rodman* in commission and served aboard until Aug. 13, 1945 when he was discharged.

But his first love was always the USS *Tennessee*.

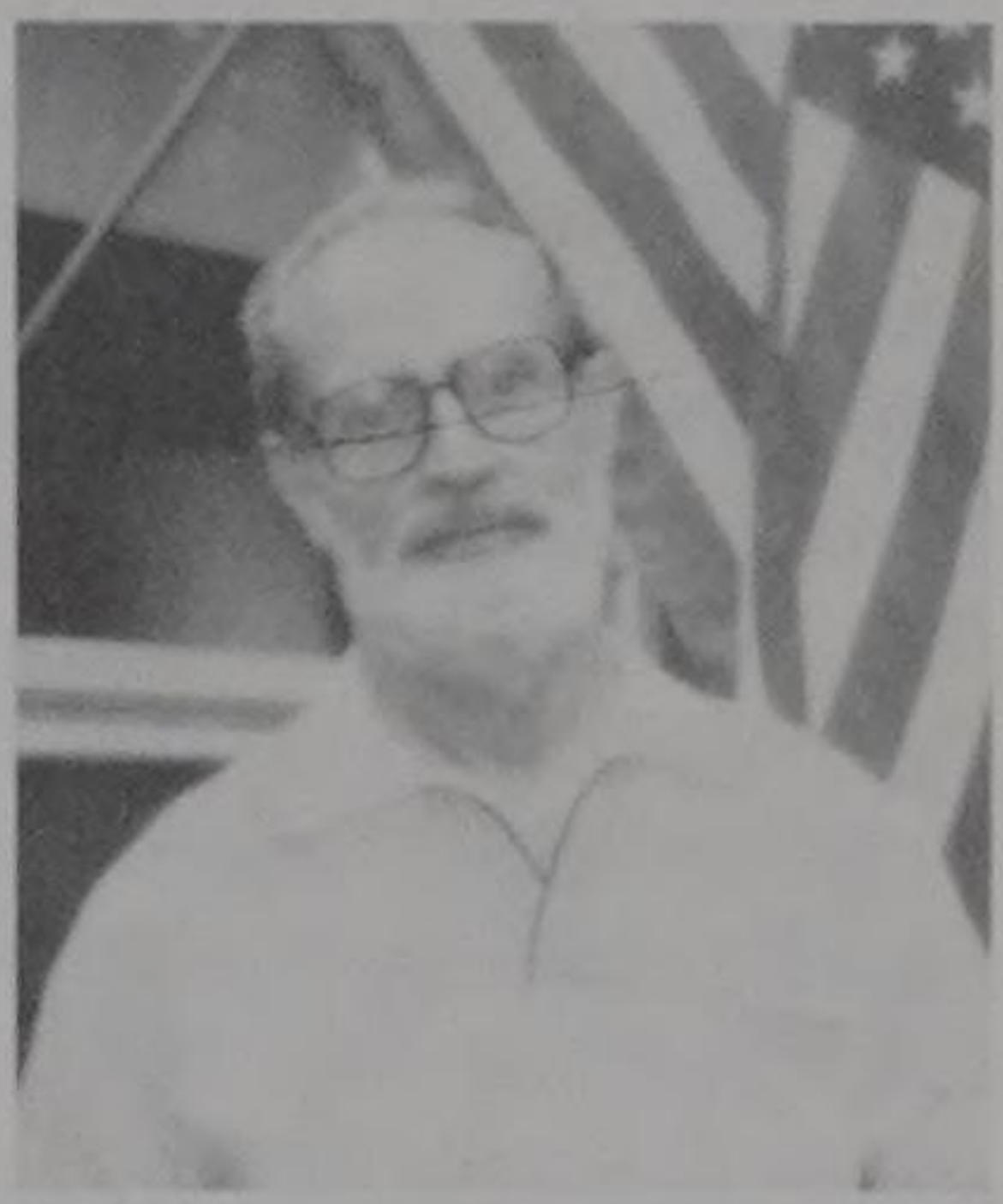
ALVIN RICHARD HARRIS, Lt.(jg), USNR, USS *Missouri* (BB-63), born June 14, 1924 Newport News, VA. Joined the Navy December 1942 at University of Virginia, Charlottesville, VA. V12 trained at University of North Carolina June 1943-June 1944. Sent to Asbury Park, NJ for further training. Sent to Cornell, Ithaca, NY for Midshipman School and commissioned January 1945 as an ensign. Sent to Gulfport, MS for further training as a recognition officer. First sea duty assignment was to the USS *Franklin* (CV-13) but on way there *Franklin* was damaged and he was re-assigned to the USS *Missouri* (BB-63) flagship of the 3rd Fleet (Adm. Halsey). Was a gunnery officer in the 3rd Div. and received two Battle Stars for the Kyushu Campaign and Mainland of Japan Campaign and the Good Conduct Medal.



September 1, 1945 BB-63 behind the mine sweepers sailed into Sagami Wan and then into Tokyo Bay. Thousands of Japanese civilians dressed in black and white lined the banks to see the mighty U.S. fleet arrive that night. It was very interesting. September 2, 1945 the Japanese surrender ceremony and it was 3rd Div. that brought the Japanese aboard to meet with Gen. McArthur. They sailed to Guam under Adm. Chester Nimitz as his flag then on to Pearl Harbor and Panama City. Through the Panama Canal and on to New York for Navy Day October 1945. President Harry Truman and his family came aboard for lunch with the officers and to address the crew. They were then ordered to Guantamo, Cuba for maneuvers. February 1946, under the Truman Doctrine, they sailed for the Mediterranean and returned the body of the Turkish ambassador, who had died in the U.S. during WWII, to Istanbul. Made many other ports in the Mediterranean, all were memorable meetings with dignitaries. They paraded, they were decorated, wined and dined wherever they went. They met with Pope Paul in his chambers then to Gibraltar and back to the U.S.

Was separated June 1946, graduated University of Virginia 1948. Founded own business February 1949-October 1990. Retired, age 65. Married 40 years to Joan Blumenthal, Smith College 1949, four children and three granddaughters. Lives in Avon, CT.

WILLIAM O. HARTLEY, S 1/c, USS *New Jersey* (BB-62), born July 23, 1925 in Bethesda, MD. Enlisted in Navy Sept. 29, 1943. Training at Bainbridge, MD. Discharged March 23, 1946.



Married Lucille B. Hartley. They have two children and four grandchildren. Retired Aug. 3, 1973. Spends his time in volunteer work at Bethesda Chevy Chase Rescue Squad and in West Palm Beach, FL where they have a mobile home.

He attended the USS *New Jersey* reunion in Atlantic City, NJ and enjoyed it very much.

CHARLES C. HARTMAN, JR., USS *Mississippi* (BB-41), Fire Controlman 3/c, born Baltimore, MD. Graduate Brown Military Academy, San Diego, CA, 1943. Naval Service: August 1943-April 1946. Recruit training, Basic and Advanced Fire Control Schools, San Diego. Served on USS *Mississippi* July 1944 to December 1945, and USS *Boise* (CL-47) December 1945 to January 1946 while his father was the captain: a time to remember!

Campaigns on *Mississippi*: Palau Islands, Leyte Gulf including the Battle of Surigao Strait, last action between battleships, Lingayen Gulf, Okinawa. Battle station forward AA director. In Tokyo Bay Sept. 2, 1945 during surrender ceremonies.

Graduate George Washington University, 1951. Served in CIA during Korean War. Consultant in Beltsville, MD since 1969. Married. Medals: Naval Unit Commendation, Asiatic-Pacific (four Stars); Philippines: Liberation (two Stars) and Independence and Presidential Unit Citation Badge; Navy Occupation-Asia, WWII Victory, American Theatre. Gun Pointers Badge. Member American Battleship Assn.

ROY J. HARTMAN, USS *Missouri* (BB-63), Engineman 2/c, born June 11, 1932 in Pigeon, MI. Enlisted in Navy April 21, 1952, boot training (11 weeks) at Great Lakes, IL. August 5, 1952 transferred to USS *Missouri* at Norfolk, VA for duty. Assigned to "A-Div.", forward emergency diesel generator room and fresh water evaporators. In port duty, boat engineman. September 1952 USS *Missouri* departed for Korean Combat Zone - returned to States April 1953. May 20, 1953 married at Pigeon, MI. June/July midshipman cruise to Rio de Janero, Brazil. Crossed equator June 19, 1953. May 17, 1954 transferred to Great Lakes Engineman Class "A" School (14 weeks). October 5, 1954 returned to duty on *Missouri* at Bremerton, WA. Ship being decommissioned. November 16, 1954 advanced to Eng. 3. December 20, 1954 transferred to USS *Oriskany* (CVA-34) at Alameda, CA. Assigned to "A-Div." after emergency diesel generator. In port duty, duty boat repairman. Departed for Far East. Returned July 1955. November 11, 1955 advanced to Eng. 2. February 1956 left for Far East. March 9, 1956 transferred receiving station, Honolulu, HI. March 12, 1956 transferred via air transport to Treasure Island, honorable separation March 16, 1956.

Campaign ribbons - Korean Service, United Nations, National Defense, Good Conduct, China Service.

Spent a year in Los Angeles, CA after serving. Then returned to Pigeon, MI. His wife (of 36 years) and he are insurance agents and owners of an independent insurance agency in Pigeon, MI.

ROBERT W. HATCH, SKG3, USS *Missouri* (BB-63), born Aug. 8, 1930 in Minneapolis, MN. Graduate of University of Denver. Enlisted in Navy in 1948. Boot training at Great Lakes, IL.

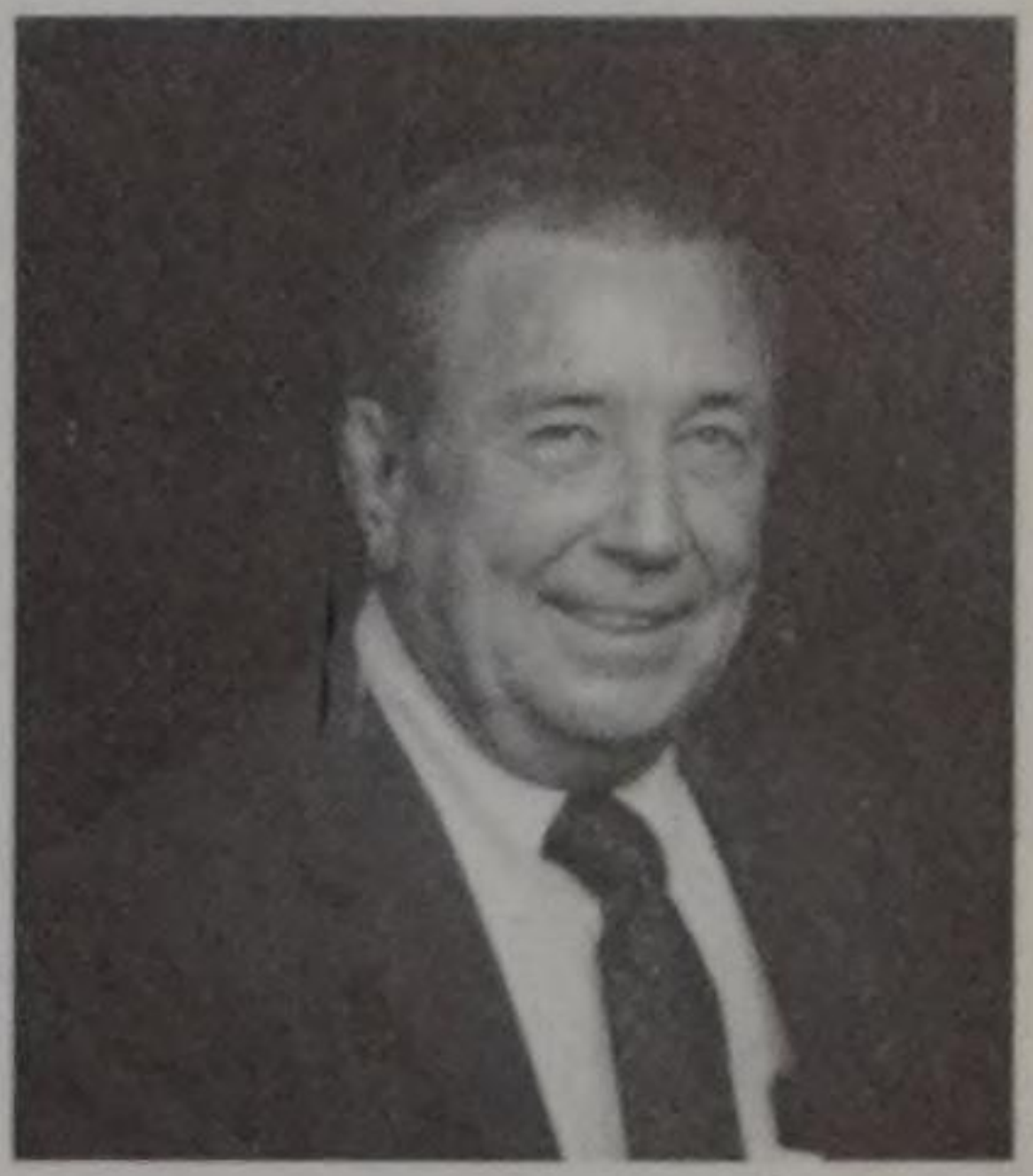
He remembers the rabbit dinners they were served every Thursday that no one ate and everyone hated.

Was discharged in 1953.

Married Alice Mae James Nov. 21, 1953. They have five children and nine grandchildren. He is retired as President of a retail chain of gift shops and book stores.

JAMES W. HATLEY, WT 3/c, USS *Mississippi* (BB-41), born Feb. 16, 1920 at Marlow, OK. Joined the Navy June 24, 1943. Was sent to San Diego, CA for boot camp. Left San Diego for Pleasanton, CA and boarded the USS *Mississippi* at San Francisco.

The *Mississippi* was in Iceland for six days, then went to the Aleutian Islands for 108 days, from there to San Francisco, Sept. 11, 1943. Was very fortunate in that he stayed aboard for the duration of the war.



Left the States from Long Beach, CA, Oct. 19, 1943, for Pearl Harbor and arrived there Oct. 25, 1943.

Left Pearl Harbor Nov. 10, 1943 for the Gilbert Islands, arrived there Nov. 20, 1943.

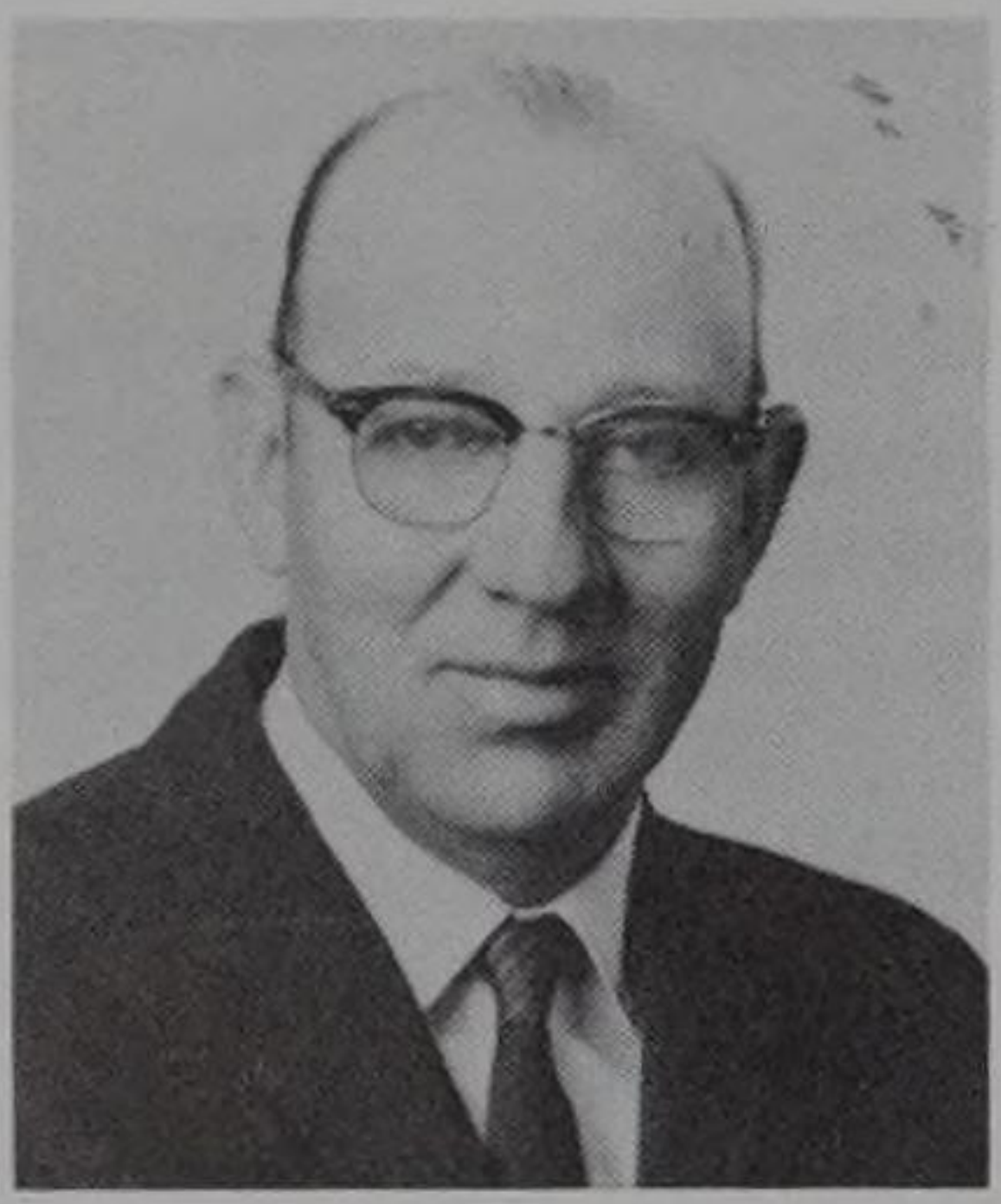
The *Mississippi* participated in all major campaigns in the Pacific area—all the way to Sagami Bay, Tokyo, Japan on Sept. 2, 1945, and was present during the signing of the Surrender Terms and Occupation of Japan which earned them nine stars.

The war came to an end. The ships and crewmen were being discharged according to the Points System. He had more than enough points to get out. All they had to do was to get to the States.

Deported the *Mississippi* in New Orleans, LA and came to Norman, OK where he was discharged Nov. 6, 1945. He is looking forward to the USS *Mississippi* Reunion being held at Norman, OK in June of 1990.

BEN L. HAYDEN, USS *Idaho* (BB-42), was born Aug. 30, 1920 at Pocatello, ID and was raised on a farm in Arbon, ID, 20 miles from Pocatello. Graduated from high school and was completing his second year at the Utah State Agricultural College at Logan, UT Dec. 7, 1941.

Joined the Navy Sept. 30, 1942 at Boise, ID. Boot training was at Farragut, ID. On Dec. 15, 1942 was transferred to Machinist School, San Diego, CA. On graduation, April 1943, received 2nd Class Petty Officer rating.



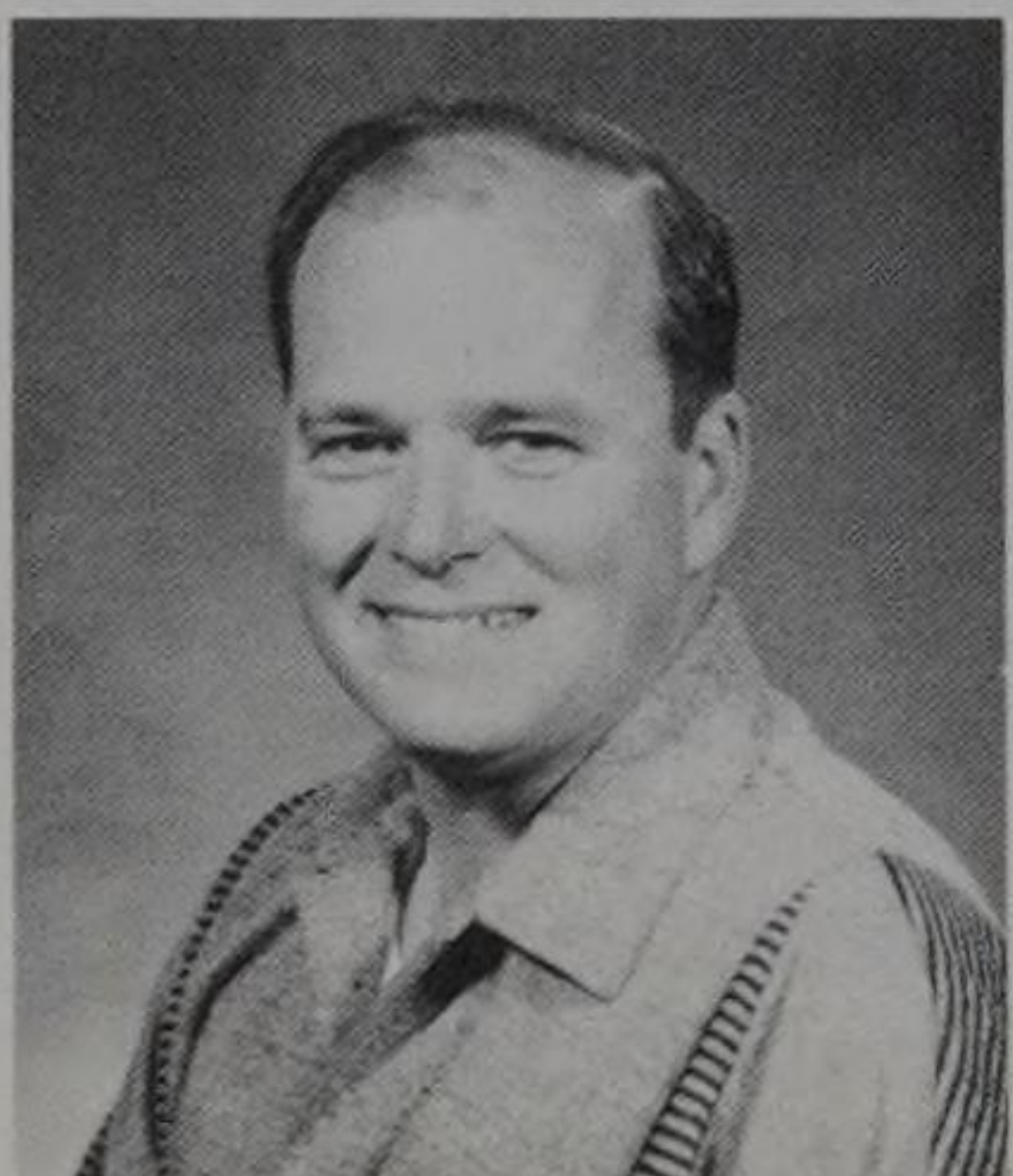
Was transferred to Bremerton, WA and thence by air to Adak, AK. August 4, 1943 reported for duty aboard the USS *Idaho*. First engagement was covering the landings on Kiska, AK. Rode the *Idaho* through all the Pacific including into Tokyo Bay for the Signing.

During those two-plus years there were some tense moments and some long G.Q.'s up to 22 hours on station. A diving Kamikaze plane or a torpedo headed their way are the kind of things that were sure to raise the heart rate.

March 1, 1945 was advanced to Machinist Mate 1st Class. Left the *Idaho* Jan. 4, 1946 and was discharged on Jan. 16, 1946. On his Asiatic Pacific service medal is entitled to six Battle Stars. Also is entitled to a Good Conduct Medal, Philippines Liberation Medal, American Area Campaign Medal, and WWII Victory Medal.

In 1950 took over the family farm. In 1951 married June Scott. They have one daughter and five sons, and 13 grandchildren. The farm is now operated by two of the sons. Over the years he has served with several Agricultural Organizations and has received several plaques and awards. Served as president of the Idaho Wheat Growers Assn. and on the National Board which took him to Washington D.C. Now retired.

JOHN J. HAYES, USS *New Jersey* (BB-62), Lt. (j.g.), born in Detroit, MI. Joined the U.S. Naval Reserve in April 1966. Reported to active duty in August 1967 at the Officer Candidate School in Newport, RI. Upon completing OCS, volunteered for and was assigned to USS *New Jersey* in October 1967.



Attended several weapons and operations courses at the Fleet Training Center, Dam Neck, VA and then joined the USS *New Jersey's* Precommissioning Crew in San Diego in January, 1968. Reported aboard the *New Jersey* as a Secondary Battery Plotting Room Officer and the Weapons Department Administrative Assistant. From September 1968 to April 1969, took part in *New Jersey's* shore bombardment of North Vietnamese and Viet Cong positions. Released from active duty in October 1969 at Bremerton, WA where USS *New Jersey* was being returned to the mothball fleet. Served in the Naval Reserve in mostly small combatant units until retiring with the rank of Commander in 1988.

Presently an accountant for the state of Michigan. Member of the American Battleship Assn., the USS *New Jersey* Veterans Assn. and the Battleship *New Jersey* Historical Museum Society.

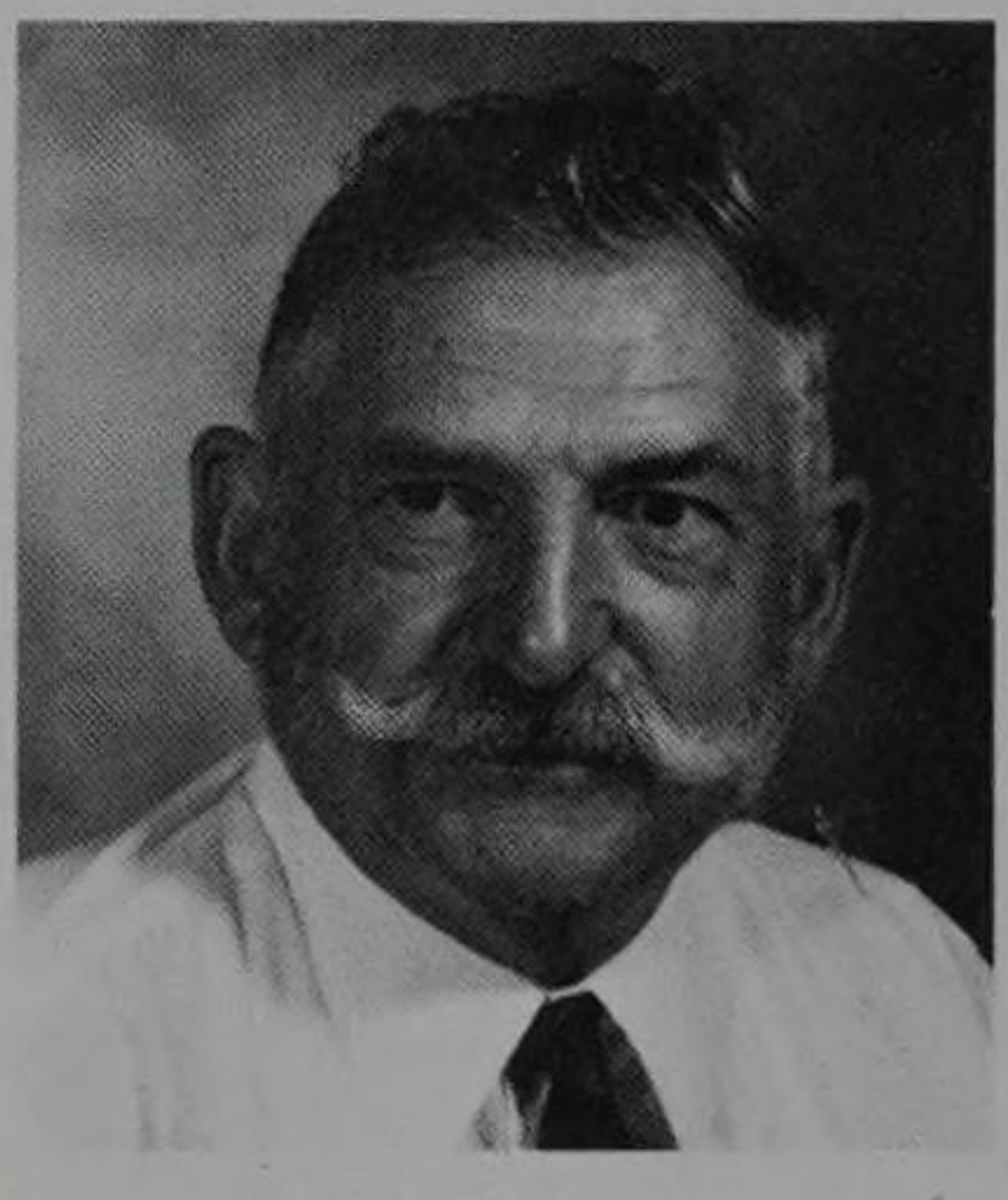
NORTON H. HEATH, USS *Indiana* (BB-58), Chief Machinist Mate, USN, born April 24, 1916 in Pomona, CA, graduated Covina Union High School, Covina, CA (1934).

Served USN September 1935 to December 1945. Recruit training, Naval Training Station, San Diego, CA, Co. 27.

Served aboard the following vessels: USS *Neches* (AO-5), USS *LaFayette* (formerly French Liner Normandie), USS *Indiana* (BB-58). Is a plank owner of USS *Indiana*. Became Chief #1 Engine Room in 1943. Participated in the following combat operations: Capture and defense of Guadalcanal; Rennel Island Campaign; New Georgia Campaign; Marcus Island Raid; Gilbert Island Operations; Marshall Island Operations; Truk, Satawan, and Ponape Raids; Marianas Operations; Capture and Occupation of Southern Palau Islands; Iwo Jima Campaign; Okinawa-Gunto Operations; and Attrition and Blockade Campaign against Japan. Entitled to wear 12 Stars on Asiatic-Pacific Campaign Ribbon. Was awarded a commendation by J.F. Shafroth, Rear Adm., USN.

After military service worked in various phases of manufacturing, American Electronics, Lockheed Aircraft, Aerojet General Corporation, Sacramento, CA, where he was manager of motor production for Polaris and Minuteman. Retired in 1978 and now travels with his wife, Marie, of 47 years. Hobby is ham radio and has the call of N7LMX. Member of USS *Indiana* (BB-58) Reunion Assn.

LINCOLN H. HECTOR, born in Santa Maria, CA. Enlistment Nov. 12, 1936 San Francisco, CA. Naval training at San Diego.



First ship was USS *Houston* (CA-30). Transferred to the Asiatic Fleet, USS *Black Hawk* (AD-9) 1937 to 1940. Back to stateside, was assigned to the USS *Chicago* (CA-29). December 10, 1940, re-enlisted. Sent to East Coast. Did duty on the USS *Texas* (BB-35). Was Ship's Cook 2/c. On April 9, 1941 became a plank owner in the USS *North Carolina* (BB-55), the "Showboat".

Remembers the day she took a torpedo from the Jap sub. Was part of the "Showboat's" crew for two and one-half years. Then became a plank owner of the USS *Millicoma* (AO-73). Made chief on the AO-73. The *Millicoma* had two ship wrecks.

Medals received: Good Conduct, China Service, American Campaign, Asiatic Pacific, American Defense Service Medal with "A" Fleet Clasp and WWII Victory Medal.

This was in the Aug. 16, 1941 "Tarheel Felicitations". "Our private spies confirmed our suspicions today. L.H. Hector, Ship's Cook 1/c, made a speedy ten days leave to California to become a bridegroom, Virginia May is the bride's name and she hails from Los Angeles. In behalf of all hands, the editors wish them much happiness."

This Aug. 10, 1989 will make it 48 years.

Had lots of good times in the Navy Nov. 12, 1936 to Sept. 30, 1945.

ROBERT T. HEFTY, USS *Missouri* (BB-63), Electrician's Mate First Class, born Feb. 27, 1932 in Fargo, ND. Graduated from College High, and attended State College, Valley City, ND. Enlisted in the Navy in 1952 and took 14 weeks boot training at Great Lakes, IL. Assigned to USS *Missouri*, August 1952, sailed for Korea September 1952. While in Korean waters, *Missouri*, attached to TF-77, 7th Fleet participated in Shore bombardment, Troop Support, Rescue and Evacuation and Good Will for All Concerned.

Returned in 1953 to homeport, Norfolk, VA and TAD to Great Lakes for EM Class "A" School, graduating in August. After cruises to Hawaii, Japan, Cuba, Portugal, France and Annapolis for Midshipmen Training Cruises, *Missouri* was sent to Bremerton, WA for decommissioning. This took from October 1954 through February 1955. Was assigned to MSO-435 Minesweeper out of Long Beach, CA for 14 months duty, then separated from the Navy at Long Beach in April, 1956. While aboard *Missouri* earned the National Defense Service Medal, Korean Service Medal w/two Battle Stars, China Service Medal, United Nations Service Medal, and Korean Presidential Unit Citation. Aboard the Minesweeper USS *Endurance*, was awarded the Good Conduct Medal.

Since 1956 he has been employed by the Valley City, ND Municipal Utilities where he installs and maintains electrical and electronic equipment. He married Sonja Overbo in 1957. They have two grown sons, Rocky and Alan, who both live in North Dakota. He is a member of the USS *Missouri* Assn., American Battleship Assn., V.F.W. and the American Legion.

ROBERT F. HELMSTETTER, (Dutch), USS *Missouri* (BB-63), was born in Montclair, NJ on Jan. 13, 1929. Enlisted on May 15, 1946, entered boot camp in Bainbridge, MD, assigned to USS *Midway* (CVB-41) as an Aerial Photographer Striker. Being in drydock with no flight crew aboard, it was decided to make him a fireman in the Boiler Div., where he was put into the "oil gang", and then headed to the European Theater.

When the Korean War broke out was assigned to the USS *Missouri* (BB-63) as 3rd Class Boiler Tech. in the Oil Gang. After that tour made 2nd Class, and went on a midshipman tour to Europe. Was then assigned to the th Naval District, Shore Patrol Unit, at the Bayonne Naval Base, working with Naval intelligence. Was given a chance to change rate to Striker for Fire Control Tech. and was assigned to the USS *Wrangle* (AE) at the Earle Naval Ammunition Depot in Earle, NJ to await school. Three months later went to the Anicostia Naval Base in Virginia. A year later was made 2nd Class Fire Control Tech. and assigned to Fleet Intelligence Activities Atlantic, where he finished ten years with the Navy, and discharged Feb. 15, 1956.

Anchored off Korea awaiting the arrival of the Secretary of the Navy. Everyone was called off duty to man the rails in full dress uniforms and pea jackets, as is the custom. He was arriving by helicopter.

Robert was in the fantail of the ship when the helicopter made a great landing and all the dignitaries went to welcome him aboard. All of a sudden the emergency alarm went off and an announcement was made that a man had fallen overboard. The waters at that time of year were at the freezing point, and a person could only last a few minutes, so time was of the essence. Just a few weeks before this incident, the Navy had started carrying men in scuba gear on the helicopters to rescue downed pilots. When the alarm went off, the pilot had just started shutting down his engines, he immediately gunned them up, and they pushed the Secretary out of the way and took off for the rescue.

Robert was glad to witness one of the best rescues that he has ever seen, and is sure the Secretary figured that they would do anything to put on a good show, but this was just an honest accident that turned itself around, and proved just what training can do.

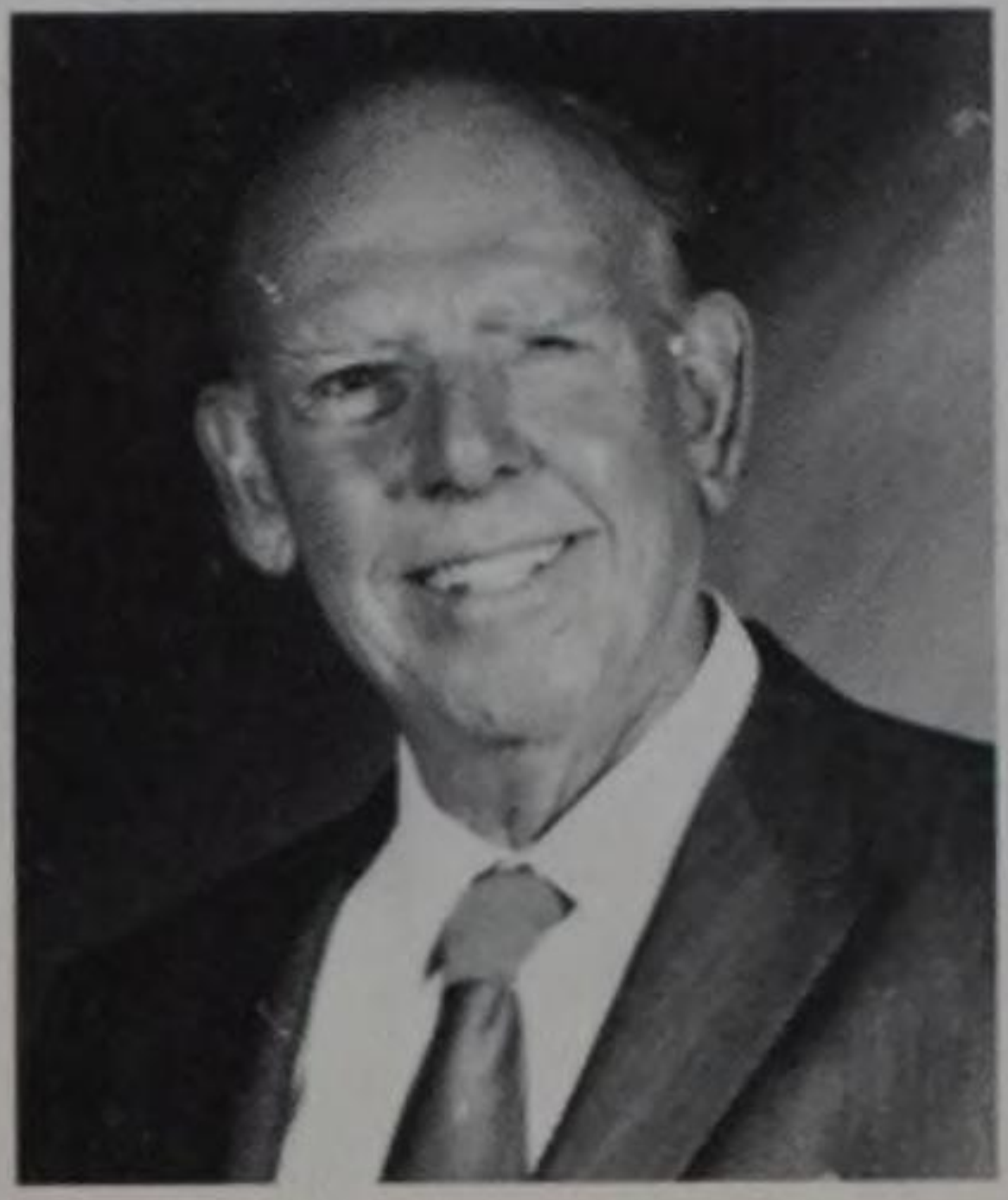
Was awarded the WWII Victory Medal, Navy European Occupation Medal, Korean Service Medal w/ three Battle Stars, United Nations Service Medal, National Defense Service Medal, Bronze Star V, Good Conduct Medal, two Stars, and the Presidential Unit Citation.

Naval experience allowed him to continue in engineering and much overseas travel. Is currently in Sayerville, NJ, with Sunshine Biscuit, Inc.

Married to the former W. Marie Doyle, May 19, 1951, and has two sons, two daughters, and five grandchildren, and resides in Toms River, NJ.

MARVIN G. HENAGIN, USS *New York* (BB-34), Coxswain, born Nov. 13, 1920 in Buffalo, MN. Attended elementary schools in Los Angeles, CA and high school in Holland, MI. Enlisted in U.S. Navy in 1939 and attended recruit training at New Port, RI.

Served aboard the following ships: USS *New York* Jan. 5, 1940-June 18, 1942; attained Coxswain rating while on the USS *New York*. Served on the USS *Arkansas* (BB-33) June 18, 1942-Oct. 13, 1943. Following a 30 day leave, went aboard the USS *Pinto* as BM 1/c, Dec. 29, 1943. Left USS *Pinto* for transfer to Lido Beach ship yard for commissioning of ATR-6.



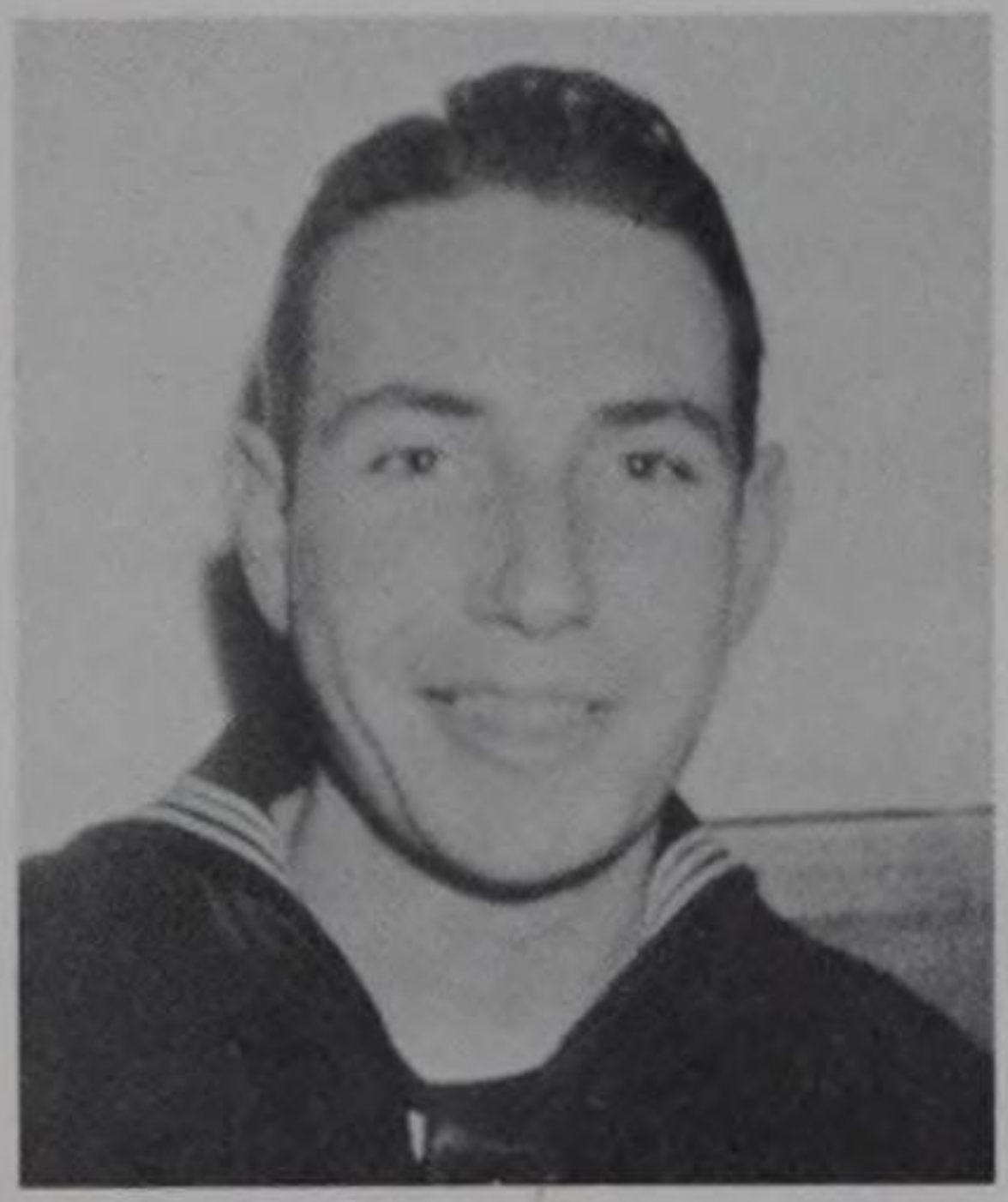
Transferred from ATR-6 to ATR-56, Aug. 21, 1944. Left Norfolk, VA for Philippines, Sept. 21, 1944. Promoted to Chief Bos'n. Mate, acting appointment while serving aboard the ATR-56 in the Pacific.

Sailed from Philippines Oct. 29, 1945 for San Francisco, CA. Received honorable discharge at USNTS, Great Lakes, IL.

Worked as auto mechanic 22 years. Retired as production supervisor from Parke-Davis company after 17 years.

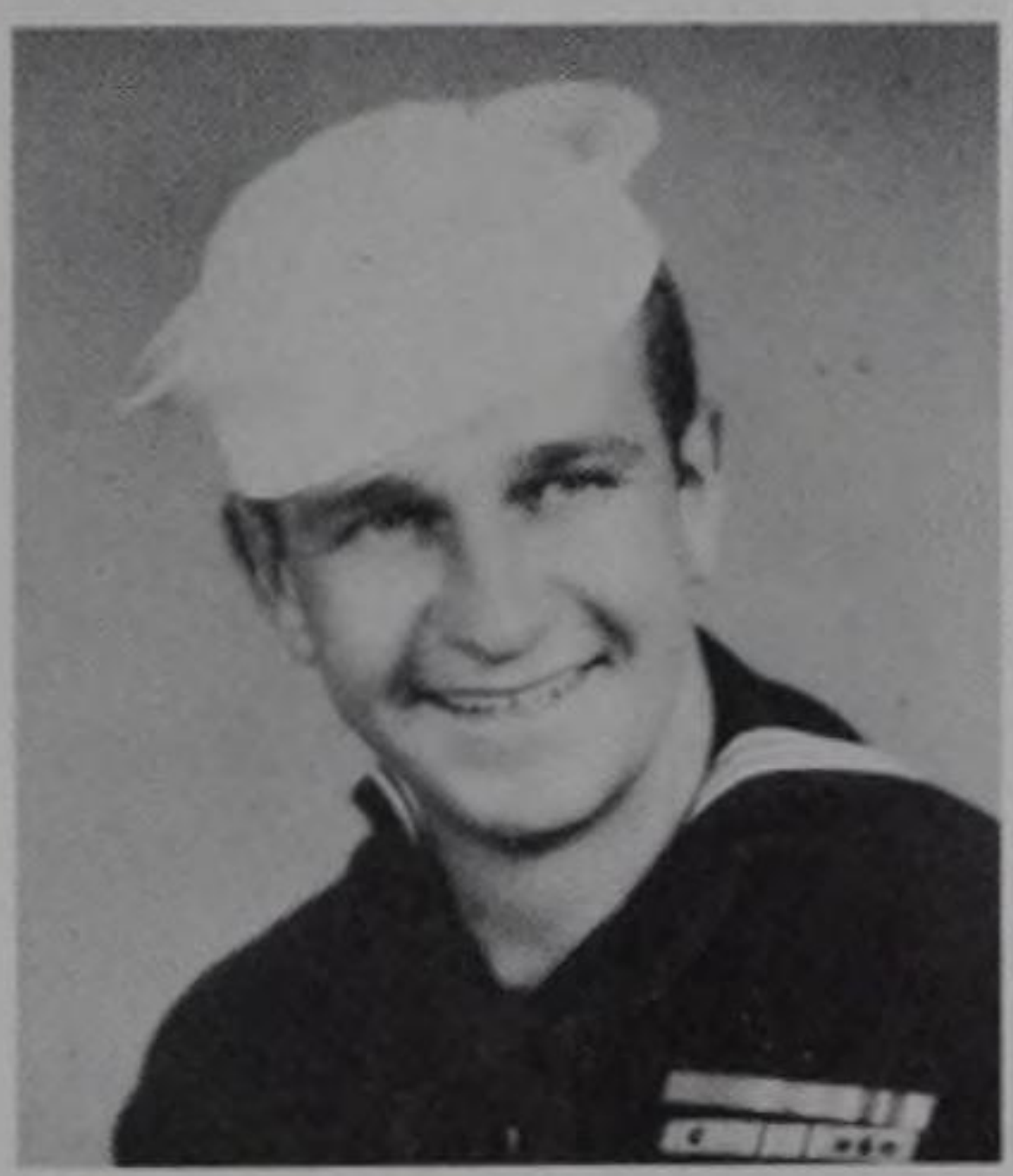
Wife and he now enjoy boating on Lake Michigan and attending two battleship reunions a year.

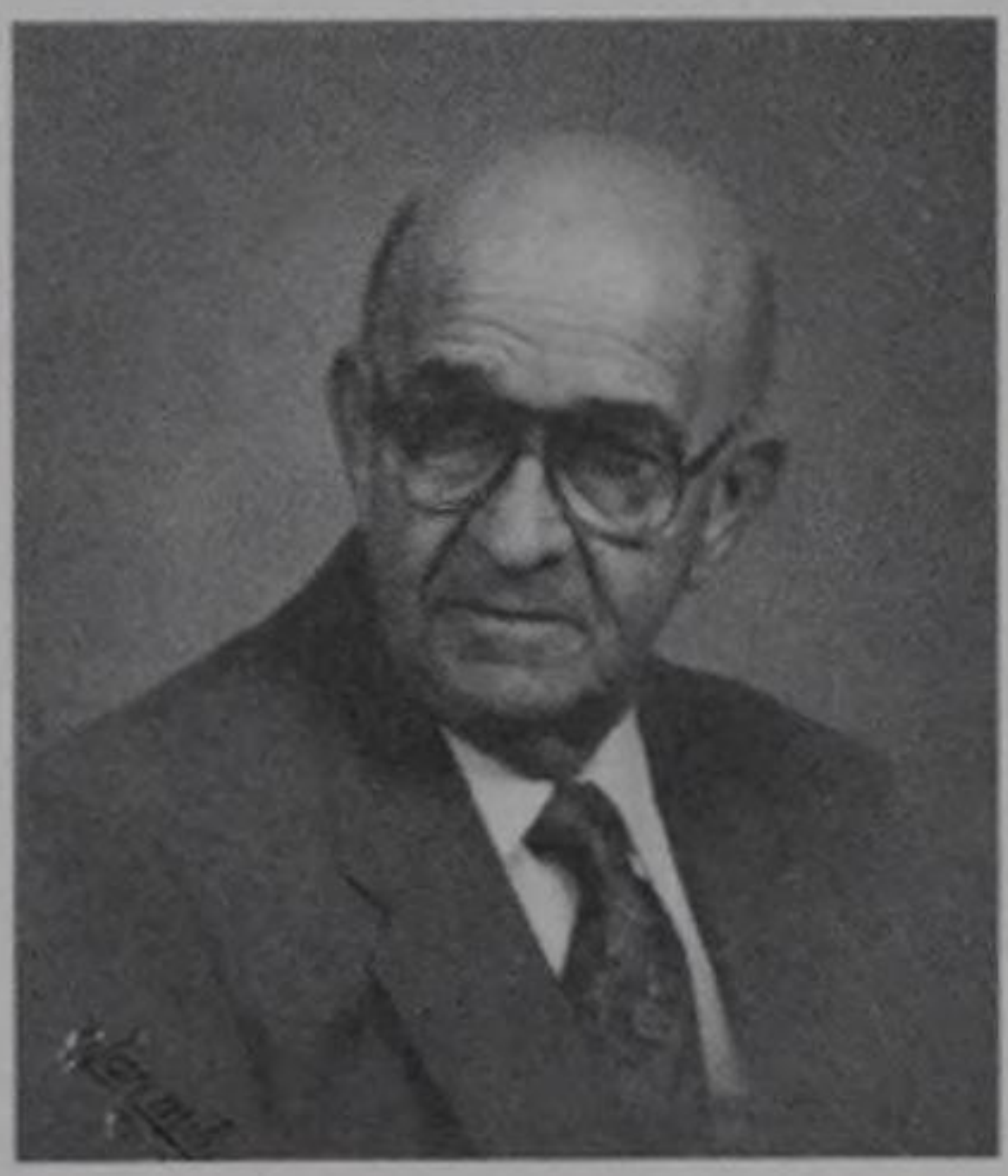
JOSEPH R. HENRIKSEN, USS *Pennsylvania* (BB-38), Boatswain's Mate 2/c USN, 1st Div., Gun Capt. No. 1 Turret, Main Btry., born June 2, 1923 in San Francisco, CA. Entered service Jan. 8, 1941, discharged June 14, 1946 after returning from Northern China, served aboard (BB-38) April 1941 to Nov. 5, 1945 and saw the crew grow from 1,500 peace time to over 4,000 war time and also saw the first bomb dropped on Pearl Harbor. Received the Navy Unit Commendation, American Defense w/one Star, Asiatic Pacific w/eight Stars, American Area, Victory Medal, Philippines Liberation w/two Stars, and Good Conduct Medal. Has been happily married since 1946 and has raised a family in Napa, CA. Retired in 1985 as a Power Controller.



The liberty of July 9, 1945 was rumored to be the last one before (BB-38) left San Francisco. A shipmate and he returned late and found the ship under way. Looked for help to get aboard, a tug refused them but the Coast Guard helped. The ship was through the torpedo net and nearing the Golden Gate when they came along side with Joseph waving his white hat yelling for the ship to slow down so they could come aboard. Reported to the bridge and Officer of the Deck, Lt. Cates logged them as over leave. Division Officer Lt. (jg) Schroeder said later that Capt. Moses took them off report and they were restricted one liberty. Russell Witting, QM 1/c said the Captain and Executive were laughing at them and the Captain said "That is the kind of sailors I like, that could get drunk and find a way to get back to the ship."

EVERETTE R. HERRICK, GM 2/c, USS *Pennsylvania*, born Aug. 14, 1917 on a dairy farm in West Bainbridge, NY. Attended a country school, high school and worked for Borden's Milk Co., Casine Div. in Bainbridge.





Enlisted regular Navy in October of 1940. Basic training at New Port, RI, joined the USS *Pennsylvania*, 4th Div. in December 1940. Was a member of the crew until the spring of 1943.

Was aboard Dec. 7, 1941 when the Japanese struck Pearl Harbor. Had only minor injuries. Obtained the rank of GM 2/c and soon transferred to the (Splinter Fleet) USS APC-28. Advanced Naval Base Russell Islands. Was put in the U.S. Naval Hospital, Mobile Unit #8, Guadalcanal. Then sent to Mobile Unit #5 at New Caledonia. Then to San Diego Naval Hospital. Was sent before a medical survey board and was discharged with a Series C Discharge in April 1944.

Spent 30 years, as a civilian, working for the Army at Aberdeen, MD.

Has a lovely wife, a son, a daughter and two grandchildren.

He now resides in Bonita Springs, FL.

MOSES RAY HIATT, MM 1/c, USS *Massachusetts* (BB-59), born Feb. 16, 1922, at Spanish Fork, UT. On June 9, 1942, married Maurine Gardner.

Enlisted in the USNR at San Francisco on Sept. 2, 1942, and received basic training plus four months of Machinist Mate School at Great Lakes Naval Training Station in Chicago, IL. Received the rate of Machinist Mate 2nd Class out of service school. Went to the Naval Receiving Station on Treasure Island in San Francisco Bay. From there traveled aboard Liberty Ship USS *Paul Revere* for 27 days, arriving at Noumea, New Caledonia in April 1943.

One of his closest encounters with disaster may have been two days before they reached New Caledonia. At 0100 they passed an empty tanker which was headed back towards the States. Twenty minutes later a Japanese submarine sank that tanker. Then the submarine surfaced, strafed the life boats, and killed all the crew members that they could see. Two days after they arrived at the receiving station in Noumea, seven men (the only survivors aboard the tanker) arrived at the receiving station.

At New Caledonia was assigned to serve on the USS *Massachusetts* (BB-59). This was in April 1943. Station aboard ship was in operating and maintaining the #4 engine room.

Traveled in task force groups which included two battleships, two carriers, with accompanying cruisers and destroyers. Served in Fleets #3, 5, and 7 under Adm. Halsey and Adm. Nimitz.

Among memorable experiences were the typhoons encountered in the Pacific.

The USS *Massachusetts* participated in all major campaigns in the Pacific from April 1943, until the end of the war. The end of the war found the USS *Massachusetts* still cruising and fighting, a member of the 3rd Fleet, present at the kill. She had devotedly done her duty in defending the honor of this great country.

Discharged on Nov. 25, 1945, at the rate of Machinist Mate 1st Class.

After the war, lived in Payson with his wife. They became the parents of six children (three sons and three daughters [including twin girls]) and now has 22 grandchildren. One of their twin daughters passed away six years ago at the age of 34.

Has always been self employed in mining, trucking, automobile business, and commercial building construction.

Has actively participated in city government and served on Payson City Council from 1978 through 1980. Last November, was elected to serve another four-year term, beginning Jan. 1, 1990.

Has been a member of the USS *Massachusetts* Assn. and a member of the American Battleship Assn. and has enjoyed activities spent with them, attending reunions when it was possible for him to do so.

They have traveled with the American Battleship

Assn. to the Bahamas, twice to Pearl Harbor, and plans to travel with them to Russia in October. Appreciates association and would like to especially thank Dave and Margaret Graham for the tremendous effort they have put forth in organizing and maintaining this association and making each of them feel they are an important part of the group.

He is 68 years old now, and that is too early to retire, so he is still going strong!

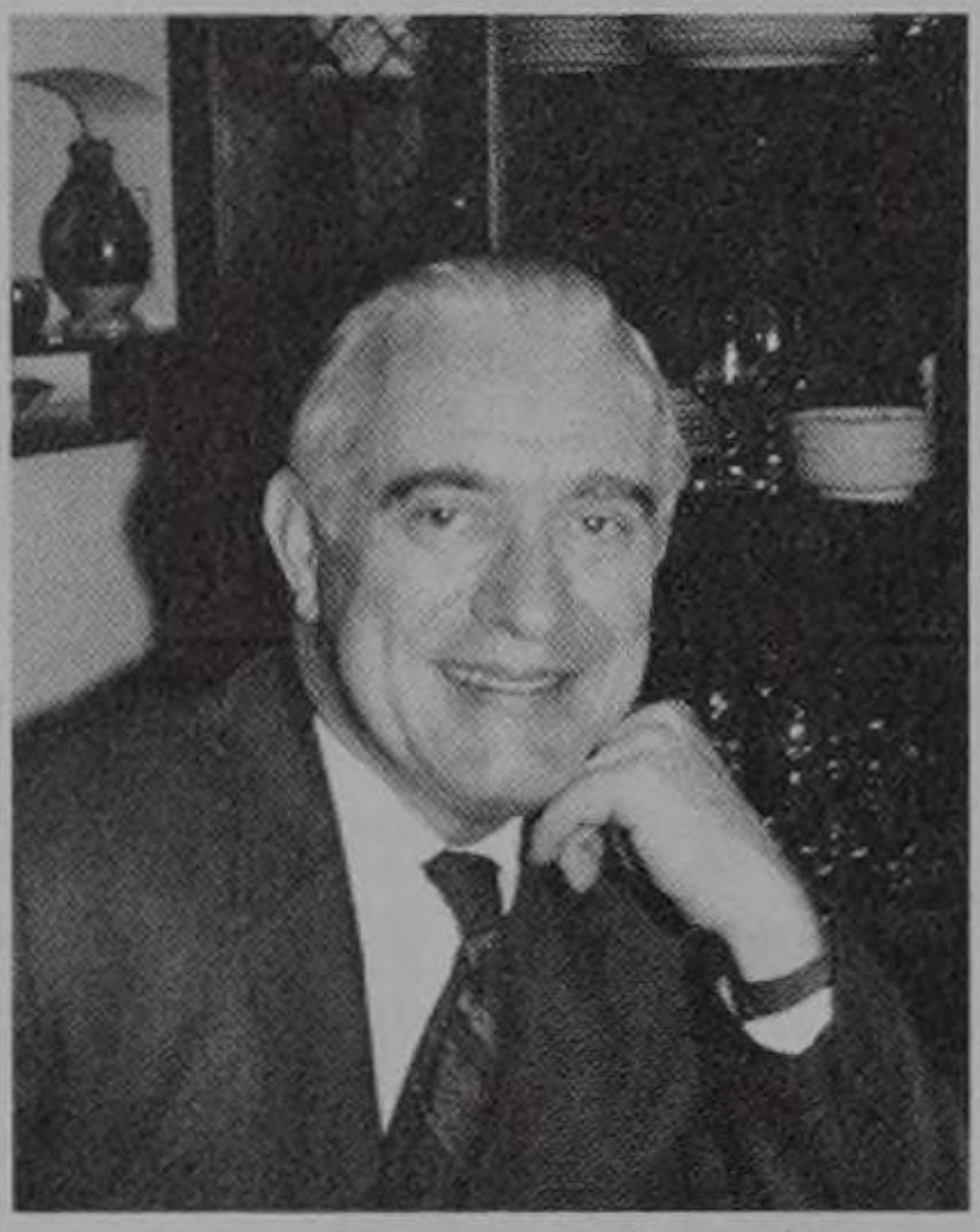
ROBERT M. HILL, USS *Pennsylvania* (BB-38), Lt. After finishing Midshipman School (V-7) Program, reported aboard the USS *Pennsylvania* Nov. 9, 1942 in San Francisco. The ship was undergoing modernization and overhaul. Left Bethleham Steel with eight five-inch 38 twin mounts, ten quad 40mm mounts, and 52 20mm mounts. Was 9th Div. Officer, AA Gunnery, the 40 months spent aboard.

Participated in the following operations: Attu, Kiska, Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte Gulf and Lingayen. The ship took an aerial torpedo Aug. 12, 1945 in Buckner Bay, Okinawa. Returned to Bremerton, WA Oct. 24, 1945. Discharged Jan. 6, 1946.

Received seven Battle Stars and the Navy Unit Commendation Medal.

Returned to home town of Hood River, OR and has been an orchardist ever since.

WAYNE W. HILL, USS *Pennsylvania* (BB-38), Capt., USNR (Ret.). Enlisted in June 1942. Assigned to V-7 Program, USS *Prairie State*, New York, NY in October 1942. Commissioned Ensign, Feb. 17, 1943. Attended Bomb Disposal School, Washington, D.C. Reported aboard USS *Pennsylvania* in May 1943. Served as R Div. and Bomb Disposal Officer until December 1945. Separated from active duty at Philadelphia, PA Dec. 12, 1945. Remained active in Naval Reserve, retiring in 1977.

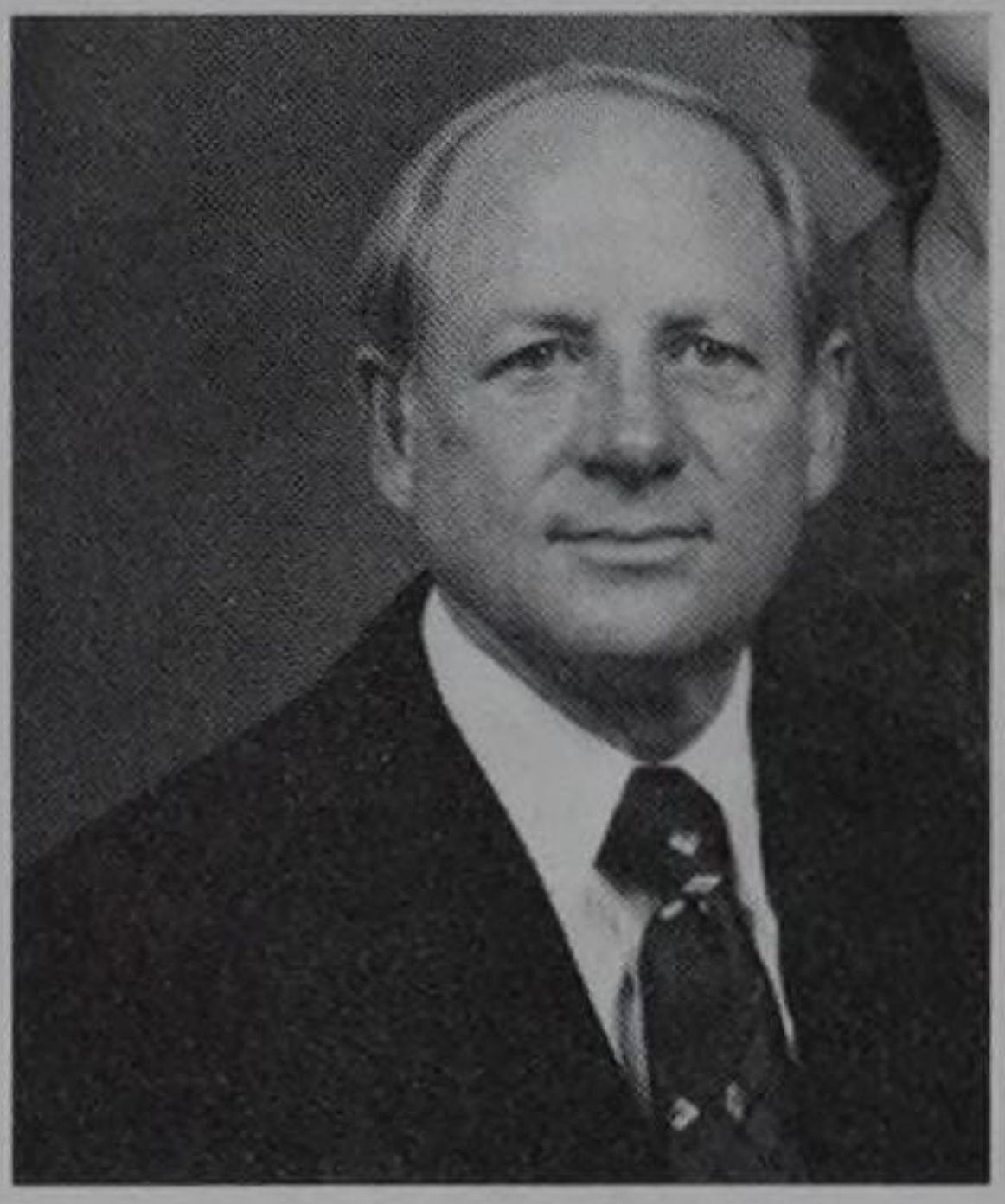


Before enlisting, was a steel worker, then a science teacher. After separation, worked for Veterans Administration and as mathematics instructor at University of Pittsburgh while working toward Masters and Doctors degrees. Earned Ph.D. in 1956, at Pittsburgh. Moved to Cumberland, MD, his present home, in 1949. Was a high school teacher, high school principal, and for final 16 years, Superintendent of Schools for Allegany Co., MD. Retired June 30, 1982.

Current interests are golf, bowling, tennis, swimming, home maintenance, volunteer work (Boy Scouts, Salvation Army, Memorial Hospital and others) and very active participation in Masonic Lodge affairs (33° Scottish Rite and Past Potentate of Ali Ghan Temple, A.A.O.N.M.S.-1968). An annual highlight for wife Kate and he is USS *Pennsylvania* Reunion at Memphis, TN.

THOMAS RICHARD HINES died March 2, 1988. He served during WWII in the U.S. Navy aboard the USS *South Dakota*. Was aboard when anchored in Tokyo Bay when peace was signed aboard the USS *Missouri* - sister ship.

HARVEY C. HINSON, USS *Missouri* (BB-63), born March 27, 1926 in Salisbury, NC. Enlisted in USN Aug. 3, 1943, eighth grade education, later going back to finish. Was stationed at Norfolk, VA, USS *Chilton*, Newport, RI and Brooklyn, NY where the USS *Missouri* was constructed and put in commission. He was on the *Missouri* until discharged March 23, 1946 in Lido Beach, Long Island, NY.



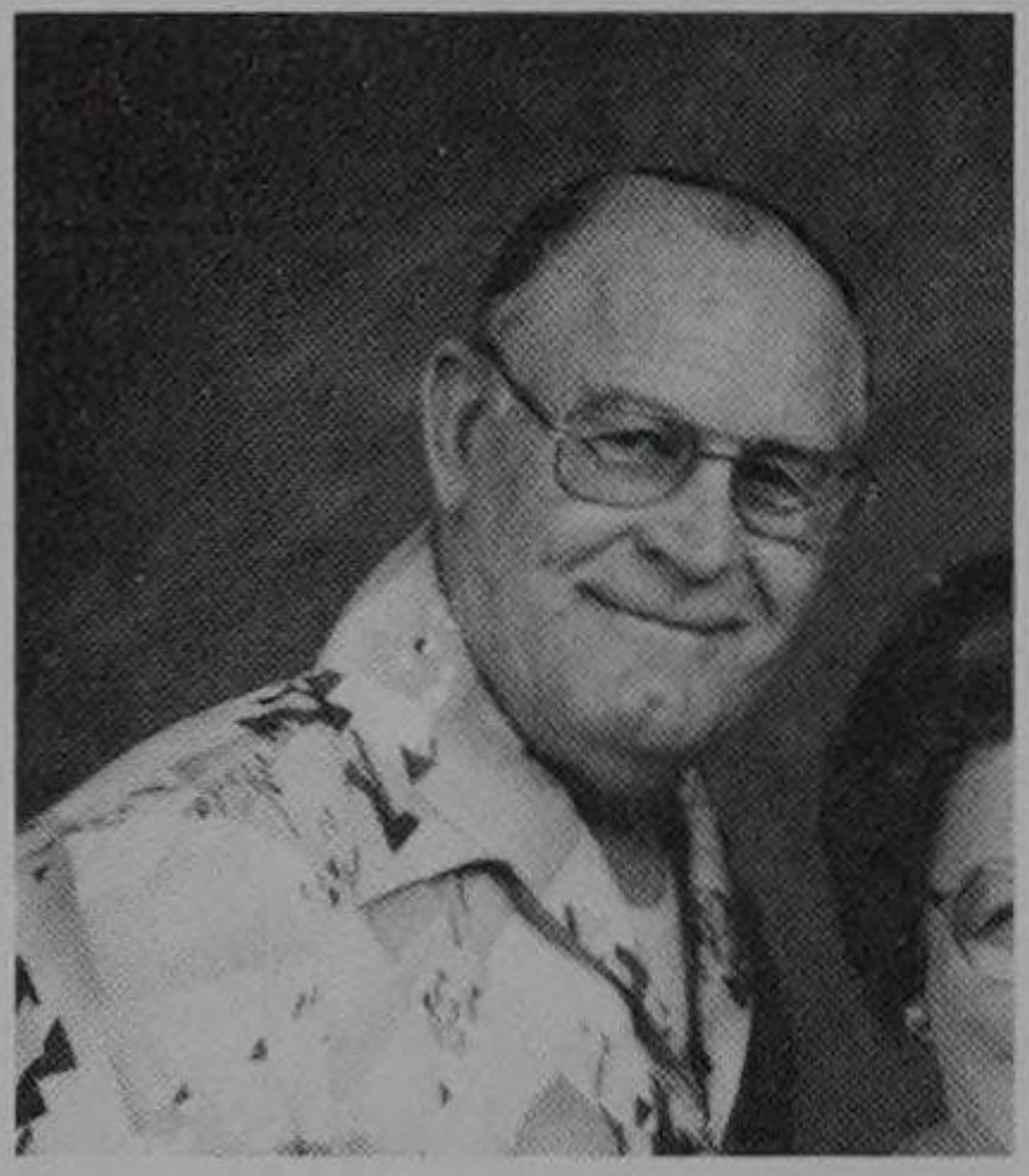
There is a lot to remember. A lot of things happened. One was when they were hit by a Japanese suicide plane. After the fire was put out, the machine gun from the wing of the plane was sticking through the barrel of one of the 40mm (like sticking a tooth pick through your finger).

Was discharged a SF 2nd Class. Received the American Theater Medal, Asiatic Pacific Medal three Stars and Victory Medal.

He is married to Irene McKinney, has one daughter, Tamara J. Hinson Barker, and one grandson, Andrew Barker. Retired from V.A. Medical Center, Salisbury, NC after 35 years in the Engineering Dept. Dec. 30, 1988.

ELMER HITCHCOCK, Turret Capt. 1st Class, USS *Colorado* (BB-45), USS *California* (BB-44), USS *Idaho* (42), USS *Randolph* (CV-15), born in Van Lear, KY. Dropped out of school to go to work in the Coal Mines with his brother, Herschel. Found out coal mining was not for him, so he enlisted in the Army in 1938 at Ft. Thomas, KY, 5th Div. the 10th Inf., H Co. as a Machine Gunner.

He left the Army, was out about one month, then enlisted in the Navy. Was to take training at Great Lakes, IL but because of the short time he was out of the Army, was at Great Lakes from December 3 to Dec. 30, 1941 that is the day he reported aboard the USS *Colorado* in Bremerton, WA.



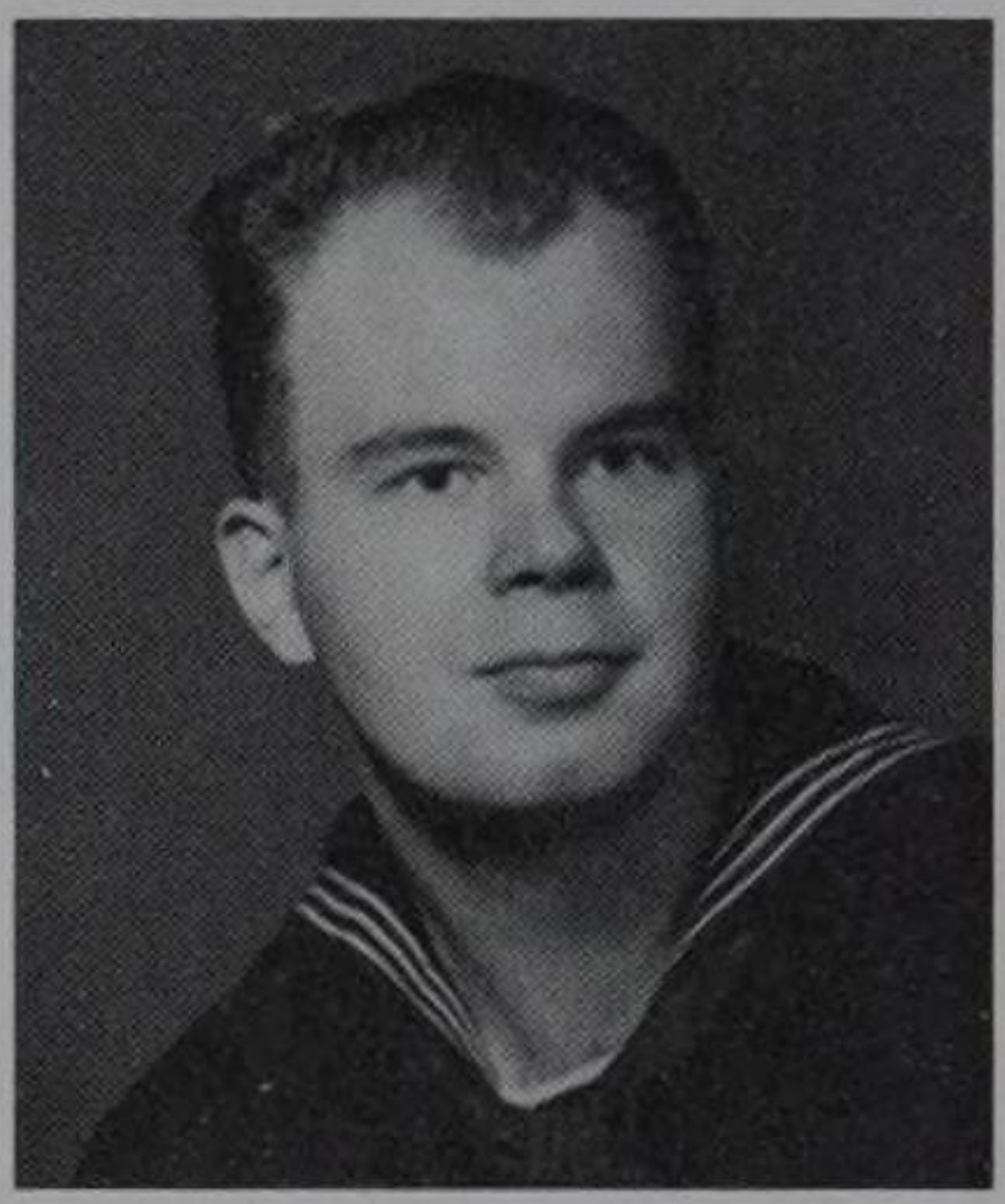
Stayed on the USS *Colorado* until 1944, then was put on the USS *California* to the end of the War.

Received following Navy Medals and Citations: Bronze Star, Commendations w/one Star, Purple Heart, Good Conduct, American Defense w/one Star, American Campaign, Asiatic Pacific Campaign w/ten Stars, WWII Victory Medal, Navy Occupation Service Medal, Philippines Liberation Ribbon Medal w/three Stars, Philippines Presidential Citation, Navy Occupation Medal Asia, U.S. Presidential Unit Citation and WWII Victory Medal.

Left the USS *California* after they entered Japan. Was put on the USS *Idaho* to Pearl Harbor, there was put on the USS Carrier *Randolph* south to the Panama Canal, on to Norfolk, VA and on to Great Lakes, IL for discharge and home to San Francisco, CA where his wife, Jane, was living.

For 32 years had own business, two Chevron Gas Stations in San Francisco. His wife, Jane, and he retired on the same day. They had picked the Town of Brookings, OR where they have lived for the past 18 years. He was elected Mayor of Brookings in 1978-1980.

LEO A. HOFMEISTER, JR., MM 2/c, USS *Wisconsin* (BB-64), born Oct. 7, 1936 in Utica, NY. Joined the USN on Oct. 26, 1955 and went to recruit training at Bainbridge Naval Training Station, MD. After graduation, was sent to the Great Lakes Naval Training Center, IL where he completed Machinist Mate School and was then sent to serve on board the USS *Wisconsin* (BB-64).



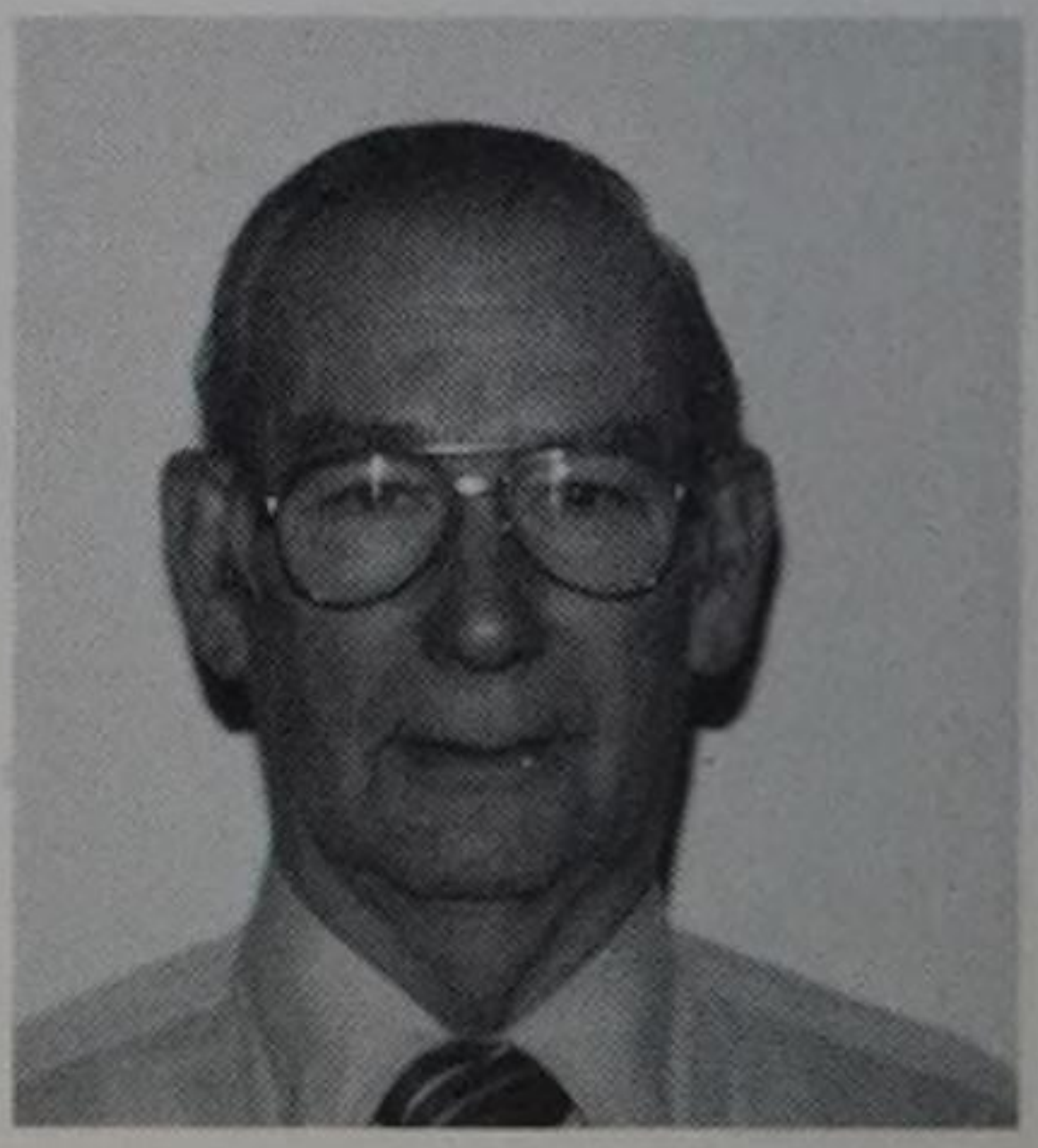
While on the USS *Wisconsin*, was assigned to serve in the "A" Div. where he worked as an FN and was promoted to the rank of MM 3/c. The Battleship was decommissioned and he was transferred to the USS *Truckee* (AO-147) where promotion to MM 2/c was earned.

After active duty requirements, served with the USS Naval Reserve until military obligation was completed on Oct. 25, 1961.

After U.S. Navy Career, education became next quest. Earned an AAS Degree in Retail Business from Mohawk Valley Community College in 1966 and then a BS Degree in Business Administration from Syracuse University in 1969. Since then, has completed 15 credit hours towards Masters Degree in Elementary Education from Cortland University.

Married Eileen Therese DeLong in 1961, and they have three sons (John, Philip, and Andrew). He continues to reside in Utica, NY and is currently employed at Griffiss AFB in Rome, NY. Future plans include retirement from Federal Civil Service in 1991 and Self-Employment in business.

GEORGE L. HOLLENBECK, SM 1/c, USS *Pennsylvania* (BB-38), (Flagship - Cincus, Cinpac), born June 24, 1922, in Cooperstown, NY. Six year hitch began Oct. 8, 1940, after graduating from high school. Trained in Newport, RI - Co. 41. Joined the *Pennsy* in December 1940 in Bremerton, WA. Arrived Pearl Harbor February 1941. December 7 *Pennsy* in dry dock. Had just taken the 8-12 watch on the signal bridge when he saw the first wave of Jap planes attack Ford Island. It was pretty noisy for the next couple of hours. *Pennsy* to San Francisco with yard periods and training cruises for 1942. Spring 1943 to Attu-Kiska. November 1943 Makin operation followed by Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Surigao Strait and Lingayen Gulf. Took torpedo Buckner Bay. War over. Sailed *Pennsy* to Bikini for atom bomb tests in July 1946. Discharged Nov. 24, 1946.



Degree in Civil Engineering from Northeastern University. Married Lorayne Lyerly in 1949, have two sons and one daughter. Employed at Chance Vought, Pratt & Whitney and Avco/Textron, retired 1987. Was honored to attend the commissioning of SSBN-735 USS *Pennsylvania* Sept. 9, 1989.

EUGENE C. HOLLETT, SK 2/c, USS *South Dakota* (BB-57), born April 21, 1920 in Lamar, CO. Moved to Canon City, CO at age nine. Completed high school in 1939. Enlisted in the Navy in August 1942. After four weeks of boot camp at San Diego, CA, was sent to Pearl Harbor and assigned to the USS *South Dakota* on Oct. 4, 1942. Served aboard the USS *South Dakota* for three years, 11 days.

The USS *South Dakota* totalled up an impressive record; 13 Battle Stars, three ships sunk, 64 planes shot down, and action in nine bombardments.

When the USS *South Dakota* returned to San Francisco, CA with the Victory Fleet on Oct. 15, 1945, departed for Camp Shoemaker, CA. Was discharged from the Navy on Oct. 18, 1945.

Moved to Roanoke, VA in November 1945. Worked as a carpenter for several years, then as a Construction Engineer - Inspector for a large architect and engineer firm in Roanoke, VA (1954-1983). In July 1983, had to retire due to kidney failure. Now spends four hours every Monday, Wednesday, and Friday on a hemodialysis machine in his home. His wife, Dorothy, and he have two sons and three grandchildren.

He is a Lifetime Member of the American Battleship Assn.

ALVIN A. HOLSTEIN, SM 3/c, USS *North Carolina* (BB-55), (The Showboat), born March 7, 1926 in Mondovi, WI. Grew up with seven sisters and six brothers. Five of them served in the Armed Services. Enlisted in the Navy March 1, 1944. Took boot training at the USNTS Great Lakes, IL. After five weeks was shipped out to California, from there to Pearl Harbor, where he was assigned to the (CS) Signal Div. aboard the USS *North Carolina*. Took part in the following combat operations: Eniwetok, Saipan, Tinian, Guam, Battle of the Philippines, China Sea, Iwo Jima, and Okinawa. After two air strikes on the Japanese mainland (Tokyo), they were ordered back to Okinawa for more support of the troops who were on the island. He was wounded by enemy shore fragmentation shell fire, April 6, 1945. Ship ordered to Pearl Harbor where he was taken off and flown to Stateside. Taken to U.S. Naval Hospital in Oakland, CA. Received the Purple Heart and four operations. After 16 months in the hospital was discharged August 1946.

Married May 24, 1947. Has two children, six grandchildren, and two great-grandchildren. Retired after 30 years in the bar and restaurant business.

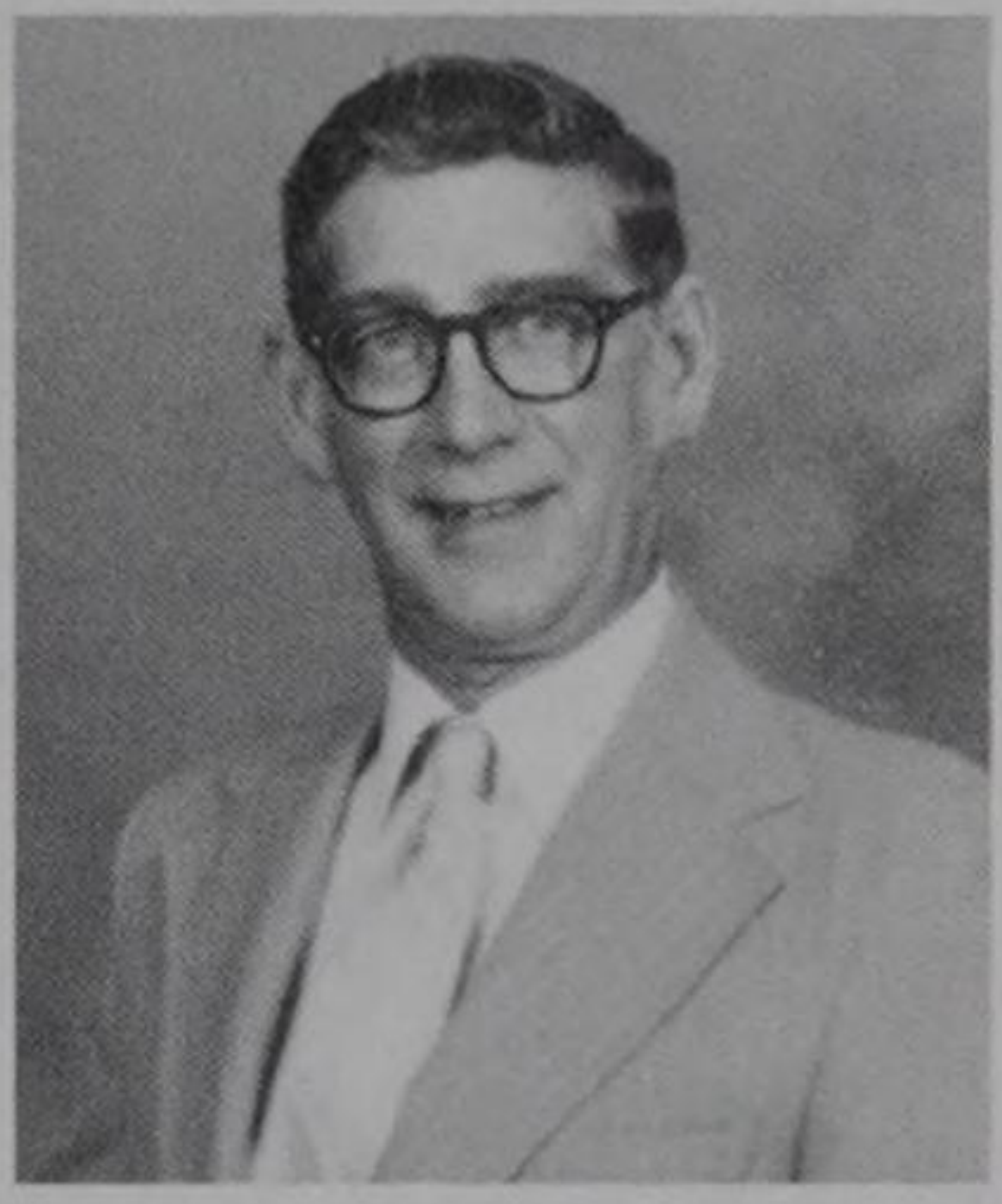
ALBERT D. HOOD, JR., (Al), Seaman First Class, USS *Pennsylvania*, 2nd and "R" Divs., born in Brooklyn, NY on Oct. 11, 1925, however, family relocated to San Antonio, TX the following year, and San Antonio was considered home until retirement.

Enlistment in the Navy began in February 1943 and ended in February 1946. Basic training was received in San Diego, CA after which he was assigned to the USS *Pennsylvania*. During tour of duty aboard the *Pennsylvania*, participated in the following combat operations: Attu, Makin, Kwajalein, Eniwetok, Saipan, Guam, Palau Island, Wake Island, Surigao Straits, Manila, and Okinawa. After returning to Seattle, WA, was sent to Camp Wallis, TX for discharge.

His civilian working career was largely associated with automotive service and repair. Other major fields of endeavor were with the newspaper and self-employment in service stations.

His wife (Letha) and he retired in April 1984 and moved to a retirement community on Lake L.B.J. in Granite Shoals, TX. They have a very busy and enjoyable life with gardening, boating, hunting, traveling, and family get-togethers. Frequently thinks of by-gone Navy days.

ROBERT M. HORMAN, S 1/c, USS *North Carolina* (BB-55), born May 5, 1926 in LaCresent, MI. Inducted into the Navy Feb. 2, 1944 at Milwaukee, WI and sent to USNTS Great Lakes, IL for six weeks of boot training. Then was sent to Shoemaker, CA for reassignment. On May 13, 1944 boarded the Dutch ship Rotterdam and was sent to Pearl Harbor. Was assigned to the *North Carolina* and took part in the following combat operations: Invasion of Mariana Islands, Battle of Philippine Sea, Philippines Operations, Invasion of Iwo Jima, Invasion of Okinawa and 3rd Fleet operations against Japan. Received seven Battle Stars.



The USS *North Carolina* was ordered to Tokyo Bay Sept. 4, 1945 to pick up a detachment of 100 men. Returned to the east coast on Oct. 17, 1945 and tied up in Boston inner harbor. On Dec. 1, 1945, he was assigned to the Suwannee CVE-27 until discharged May 4, 1946.

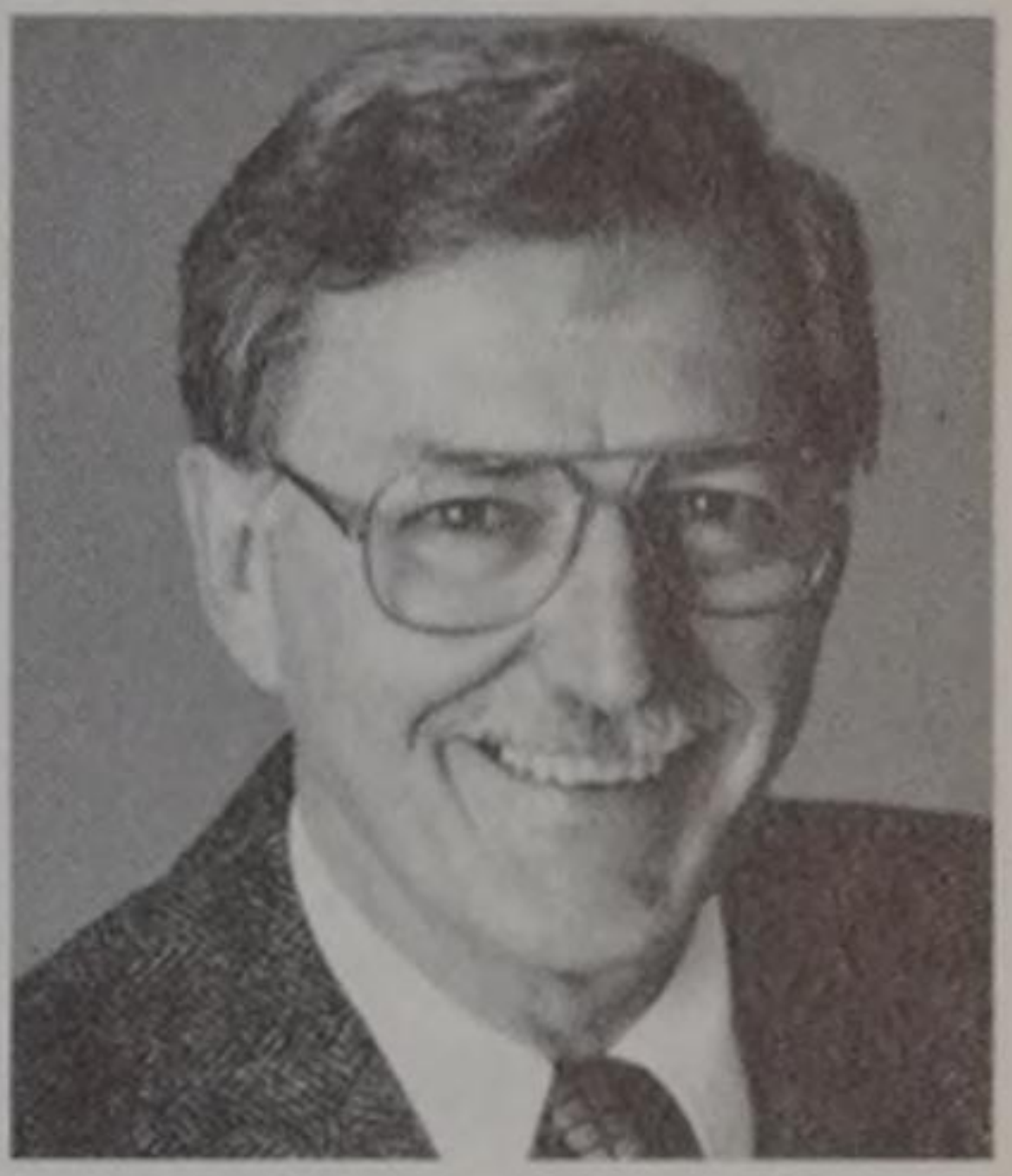
On Oct. 18, 1947 married Lenore Osterhout, they have three daughters. On June 30, 1988, retired from Trane Co. with 42 years of service. They spent last winter in Arizona.

DONALD W. HOUGHTALING, USS *Idaho* (BB-42), Radioman 2/c, born Feb. 13, 1925 in Three Rivers, MI. Enlisted in the Navy on Sept. 13, 1942 and was assigned to NTS Great Lakes, IL for boot training; approximately four weeks. After boot camp, was assigned for training at the Navy Radio School at the University of Chicago for four months. From Radio School to Treasure Island, CA and from there to Adak, in the Aleutians, where he joined the USS *Idaho* during the Aleutian Campaign. Served on the USS *Idaho* in all its succeeding operations and battles. Upon completion of the surrender terms, left Tokyo Bay and returned to Norfolk, VA on Oct. 16, 1945. Was subsequently discharged at the NTS Great Lakes, IL on Jan. 12, 1946.

On Sept. 2, 1947, became employed as a clerk in the U.S. Postal Service at Centreville, MI and served in that capacity until May 14, 1954, at which time he was appointed a United States Postal Inspector. Served as an Inspector in Minnesota, North Dakota, and South Dakota, as well as nationwide assignments. Retired from the Inspection Service on July 4, 1975 and resided in New Brighton, MN until September of 1987, at which time his wife and he moved to current residence in Hawaii Kai, Island of Oahu, HI.

AMORY M. HOUGHTON, III, USS *Missouri* (BB-63), born Dec. 31, 1929 in Bangor, ME. Enlisted in the USN Aug. 11, 1948 for one year active duty plus six years reserve. Recalled to active service at outbreak of Korean conflict on Aug. 11, 1950. All sea duty aboard the *Missouri* with the exception of a very short assignment on the USS *Mississippi* (EAG-128).

Received National Defense Service Medal, Navy Occupation (Asia) Medal, Korean Service Medal (three Stars), United Nation's Service Medal, China Service Medal, and Korean Presidential Unit Citation. Attained the rank of Fire Controlman Third. Discharged Aug. 10, 1949 and again on June 26, 1953.



Years of sea duty left him with many vivid memories. As a Maine native, the sea becomes part of one's everyday life. But, it was quite a contrast when viewed from a ship. Following a storm, was standing on the 0-5 level looking down at the motor whale boat on the starboard side. A single huge wave tore the boat away leaving only the motor. It too went with the next roller. Awesome! Another time, hurricane force winds and waves stripped two helicopters off the fantail, not to mention what the waves did to the small boats. Twenty millimeter gun splinter shields were bent back like so much cardboard.

His first night at sea, really didn't know much about the *Missouri*. His bunk was next to the portside in the forward most living compartment just below the main deck. Awoke startled to hear water pouring into the compartment and a loud banging over his head. Knew they were sinking. Obviously, they didn't. Later found out that a wave broke over the bow, smashing a compartment blower which allowed water to pour in every so often. Also, a boat boom broke its mooring. It was banging against the side with each roll and pitch of the ship. Felt a bit sheepish the next day when he understood what happened, but really was scared.

Perhaps, the most memorable event took place during the evacuation of their forces at Hungnam, Korea two days before Christmas, 1950. The ship was lending support fire for the removal of allied troops who had come down from the Chosin Reservoir. Stores and buildings must have been set fire because great palls of smoke were billowing up from the inner harbor. Landing craft were passing them heading for a hospital ship some distance out of the area. Their decks were filled with what he took to be wounded or injured men. Suspect some were dead. They, of the *Missouri* may have lost sleep and were at times cold, but they always had a hot meal and a warm bunk. It really made him realize how lucky he was and how relatively safe they were.

Graduated from Cornell University. Has been employed as the Facilities Manager for the Portland (ME)

Newspapers for nearly 30 years. Recently married to wife, Joan. They have six children and one granddaughter.

IRVIN L. HOUSEMAN, GM 3/c, USS *Alabama* (BB-60), born Jan. 23, 1920, lived Iowa and Minnesota, until he joined the Navy Nov. 15, 1942. Went to boot camp in Farragut, ID. From there was transferred to Norfolk, VA and went aboard the USS *Alabama* (BB-60), 7th Div. Served in the Atlantic and Pacific. Saw ten below zero June 28 and the northern ice fields on our way to Murmansk.

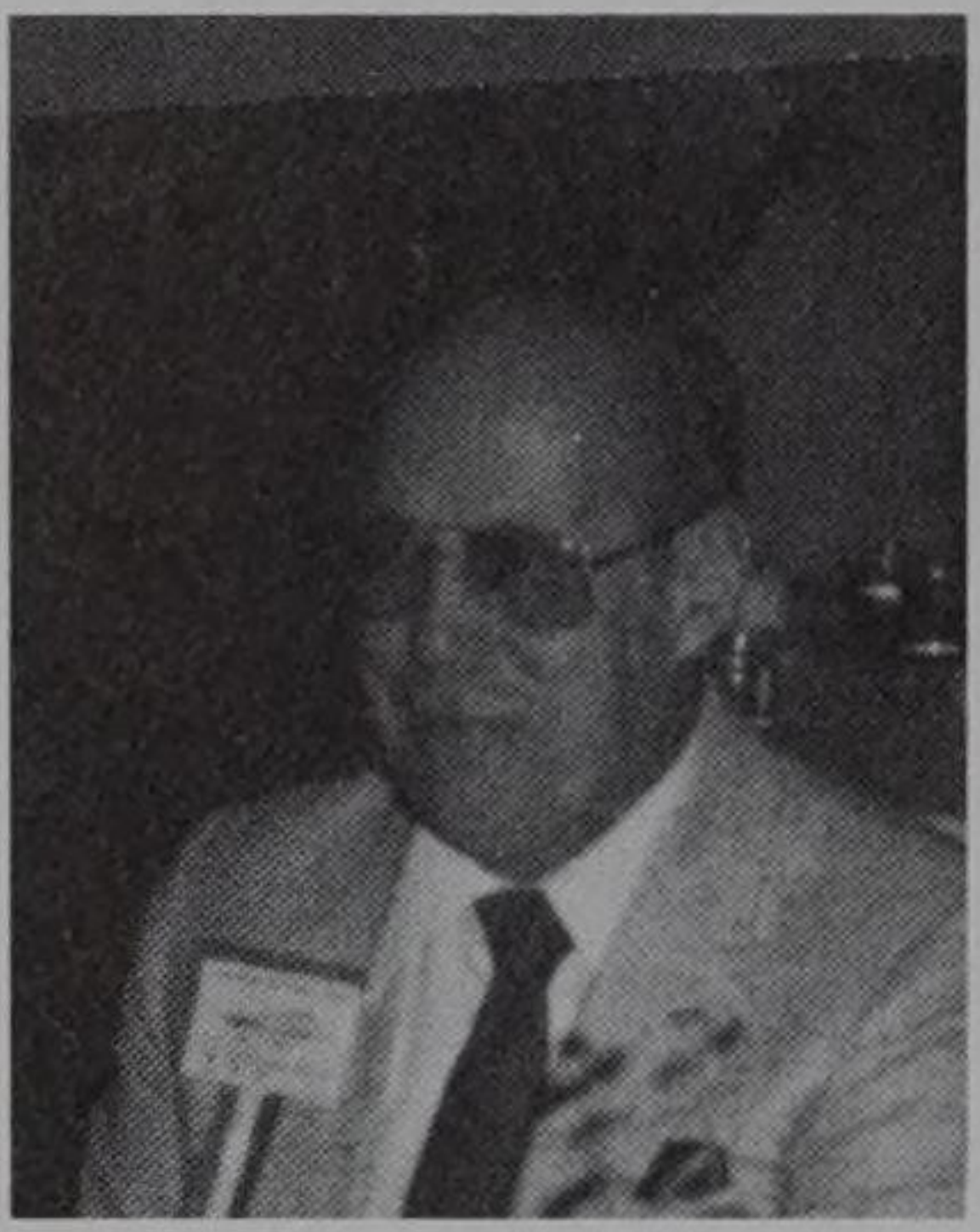
Was discharged from the *Alabama* in Hawaii. Went aboard the USS *Iowa* and to Minneapolis for discharge.

Went to school for apprentice carpenter. Married to Gertrude M. for 43 years. Leon Jacobsen, a 7th Div. shipmate married his wife's sister, Clara.

Moved to San Diego, worked for General Dynamics air craft experimental engineering, went to night school for three and one-half years. Then moved to Ventura, CA. Went to work for the City of Ventura as a building inspector for 16-1/2 years. Retired in 1982.

He built a 42" model of the USS *Alabama*. It is on display at the V.F.W. Post 1679 in Ventura.

FRANK S. HUBER, MM 2/c, USS *Pennsylvania* (October 1942 through November 1945), assigned to the "A" Div. Worked with the after H.C. generators and the ships refrigeration and ice machines. While aboard the *Pennsy*, was in surface engagement of Leyte Gulf and was the only battleship to take part in every major amphibious combat operation from May 4, 1943 through Feb. 10, 1945. For this she received the "Navy Unit Commendation" Ribbon. After Pearl Harbor, her war history is - Attu and Kiska in the Aleutians then Makin Atoll, Gilbert Islands, Kwajalein, Eniwetok, and Perry and Engebi in the Marshall Islands, Saipan, Tinian, Guam in the Marianas Islands. Peleliu, Anguar in the Palau Islands. To Leyte Gulf - bombarded Leyte, Luzon and Santiago Island of the Philippines. Then she was the only battleship to fire on Wake Island. The *Pennsy* was the fleet's flagship for 29 years as she was torpedoed Aug. 12, 1945 at Buckener Bay Okinawa where she fired her last 43 rounds just 50 hours before Japan accepted Allied Surrender terms. The *Pennsy* was relieved of her duties due to torpedo damage on Sept. 15, 1945 by the USS *Missouri* thus eliminating her of steaming triumphantly on to "Tokyo". For her performance during WWII she earned the American, the Pacific, the Unit Commendation and the Philippines Liberation Ribbons and nine Battle Stars.

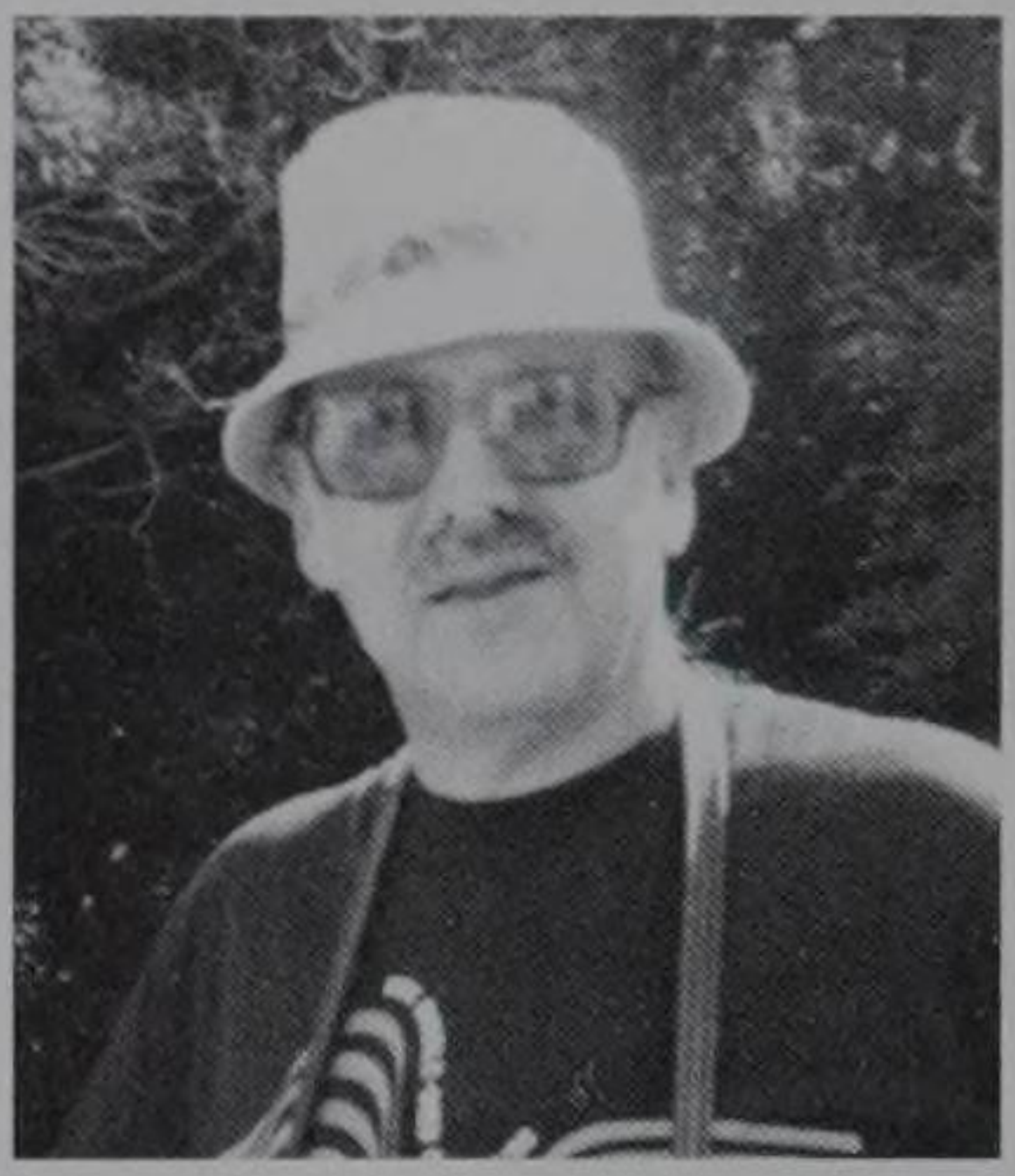


To the grand old lady USS *Oklahoma* (BB-37) and to all the former crew members, the survivors, and to the men who lost their lives as she was attacked and capsized on Dec. 7, 1941, let it be known she did retaliate. The great war record of the USS *Pennsylvania* (BB-38) was aided by the *Oklahoma*. After she was righted, her 14" guns were removed and replaced. Then enroute back to the Pacific she was the only battleship to fire on Wake Island during WWII. A total of 140 rounds of 14"ers were fired - it is believed that on Aug. 1, 1945 this was the last bombardment of WWII. The *Oklahoma* did make a come back.

Was discharged Nov. 20, 1952. Was a mechanic on heavy construction equipment working for one company 32 years, retiring 1982 as general service manager in Ohio. Has two sons, who served in the Navy. He is a Life Member of the American Battleship Assn.

VERNON F. HUBER, USS *Wisconsin* (BB-64) (1946 and 1947), USS *Mississippi* (1947 and 1948). The "Old Miss" had been designated EAG-128. Was an 18 year old Seaman on the *Wisconsin* and a Storekeeper on the Old Miss. Born on Friday, Jan. 13, 1928 in Wilmington, DE and inducted in the Navy June 22, 1946 and received the WWII Service Medal.

The thing he remembers best was that every time they passed through the Panama Canal, they had to spend several days repainting the sides of the ship (the *Wisconsin*) because they were so big they scraped the paint off going through the locks.

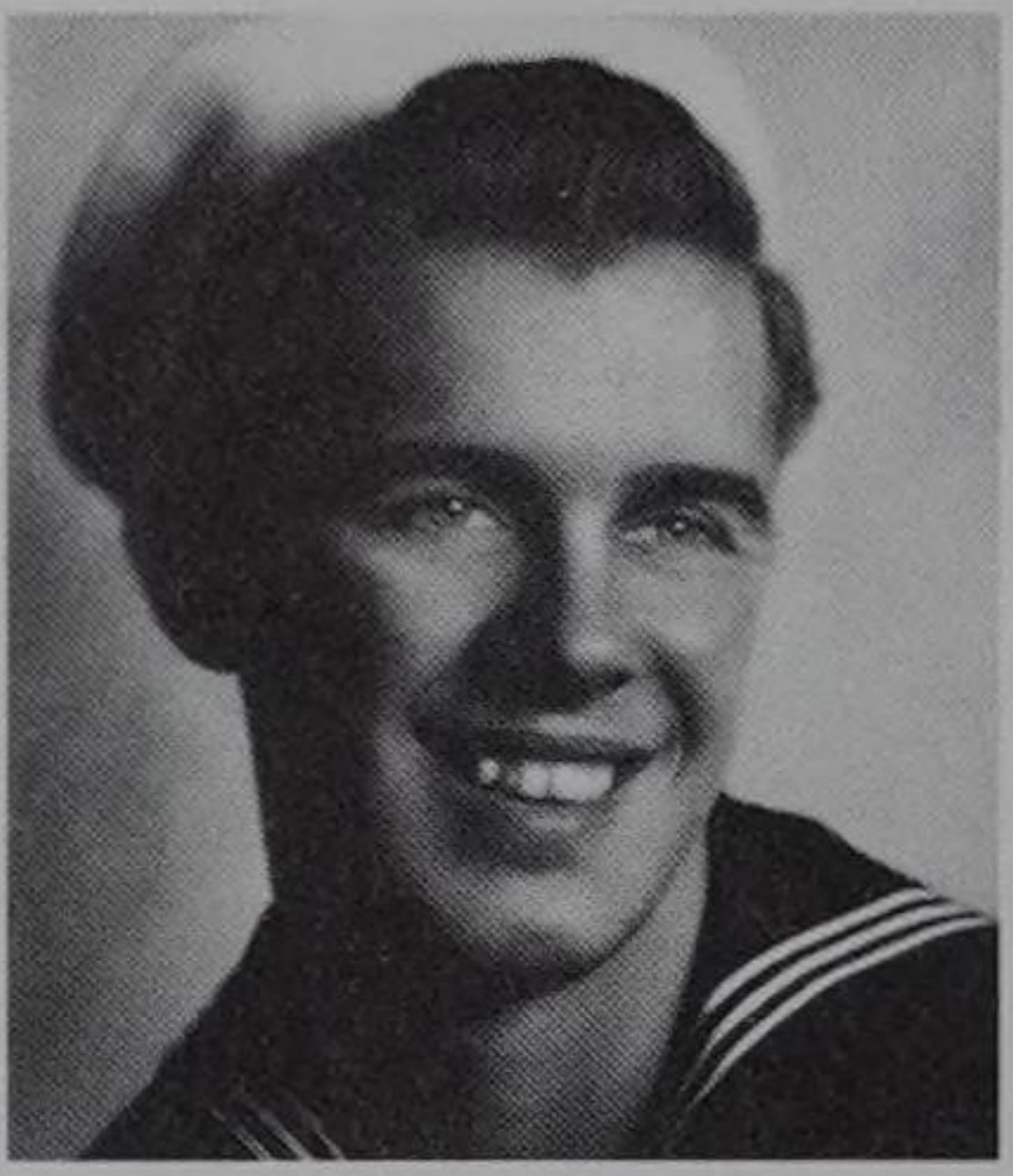


He has been married 41 years to Eleanor Jane Clark and has three sons and two and one-half grandchildren.

Their oldest son (39) is a Commander in the Navy (Financial Management Specialist) stationed in Washington, D.C. who will retire in three years.

He is now retired and lives in Lewes, DE.

MARTIN J. HUDACK, Boilermaker 3/c, USS *Pennsylvania*, born Nov. 4, 1921 in Scranton, PA. Enlisted in Navy Sept. 1, 1942. Discharged Dec. 11, 1945.



Received following medals: Good Conduct, American Campaign, Asiatic Pacific w/two Silver Stars and two Bronze Stars, WWII Victory Medal, Navy Unit Commendation and Philippines Liberation w/two Bronze Stars.

After discharge went home to the farm for one year. There was no work for him in town. Heard that auto factory in Detroit and Pontiac, MI were hiring so he moved. Worked for Pontiac Motor Division as a mechanic for 30 years.

DALE M. HUDSON, USS *New Jersey* (BB-62), PNA2, USNR-R, born Oct. 3, 1934 in Stuart, FL. Attended the University of Florida from 1952 until 1955. Went on active duty in January 1955 in the U.S. Navy serving on the *New Jersey* for two years with cruises to Northern Europe, the Mediterranean, and Caribbean. Served aboard the USS *Tills* (DE-748) and USS PC-1078 during reserve cruises to South America and Caribbean.

After serving in the Navy, began banking career with First National. Graduated from the Florida School of Banking at the University of Florida.

In his 32 year career in banking, has worked in every area of the bank, specializing in his earlier years in the operational areas. Has extensive knowledge of the many aspects of investment management.

He devotes much of his free time to community services. He married the former Mary Jane Thurlow in 1961 and they have three children - Dale Jr., Jane, and Stephanie.

Continues in his career in banking and is Vice Chairman and President of the First National Bank and Trust Company of the Treasure Coast, Vice President of Seacoast Banking Corporation of Florida, President of South Branch Building, Inc. and is a Director of Suite 100 Investment Services, Inc.

He is past commodore of the board of governors of the Snug Harbor Yacht Club. Past secretary/treasurer of the Crossroads Yacht Club, a member of the Stuart Sailfish Club and the United States Power Sdn.

WILFORD J. HUDSON, USS *Alabama* (BB-60), Maxwell, IA. Dropped out of school and joined the U.S. Navy Sept. 2, 1941. Was on a six year hitch. Also served aboard the USS *Philadelphia* (CL-41, USS *Panamint* (AGC-13) and then finished hitch with the 19th Fleet.

Has six Battle Stars and received the Navy Good Conduct Medal, American Campaign Medal, American Defense Medal, European-African Campaign Medal, Asiatic-Pacific Campaign Medal, Navy Occupation Service Medal, China Service Medal, and WWII Victory Medal.

Spent several months attached to the British Fleet out of Scapa Flow Scotland and the rest of hitch in the South Pacific including the Atomic Bomb (Able & Baker) test at Bikini Atoll.

Achieved the rate of Gunner's Mate 1/c and was discharged Sept. 2, 1947.

Earned high school GED certificate, attended college. Earned B.S. in Ed. degree and M.A. Taught high school for 30 years in Decatur, IL. He is now retired.

BILL S. HUMIENNY, USS *Iowa* (BB-61), YN2, FM Div. Gunnery Office, born Jan. 21, 1936 in Brooklyn, NY. Attended parochial school in Brooklyn, NY and high school at St. John Kanty Prep in Erie, PA. Enlisted in the Navy in May 1954 and attended recruit training in Bainbridge, MD.

Served aboard following ships and stations, USS *Edward H. Allen* (DE-531) 1954-1955; USS *Iowa* (BB-61) 1956-1957; London, England CINCNELM/CINCUSNAVEUR 1957-1960. Discharged honorably June 1960 at U.S. Naval Station Brooklyn.

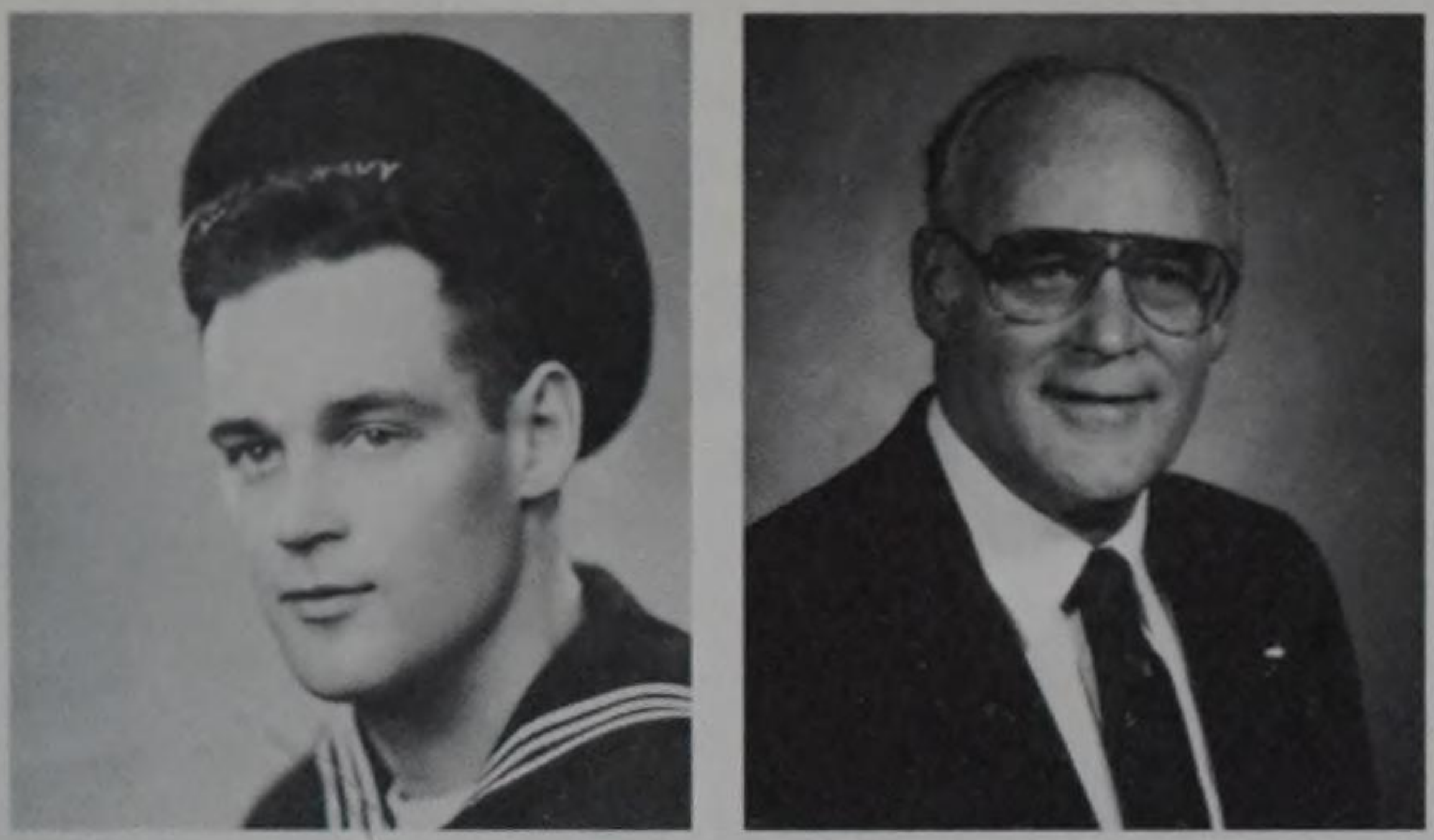
While aboard *Iowa* took part in peacetime exercises and sea trials Gitmo Bay Area. Picked up Midshipmen from Annapolis and took them on a training cruise - firing 16", 5" and 40mm. Visited Portsmouth, England and Copenhagen, Denmark.

After six years in the Navy went to Automotive School. Worked for Pepsi Cola ten years as an auto mechanic. For the past 18 years has been working for New York Telephone Co. as a technician. He is a member of *Iowa* Veterans Assn., ABA, Navy League and American Legion, also Fraternal Order of Eagles.

JOHN W. HURLEY, RDM 2/c, I-Div., USS *Pennsylvania* (BB-38), born Feb. 16, 1923, Port Huron, MI. Took Navy oath Jan. 20, 1943, boot camp Great Lakes, IL. Assigned to USS *Pennsylvania* June

20, 1943 at Bremington, WA. Discharged Nov. 2, 1945 from Bremington, WA.

Married Valorie March 24, 1945. Has four children, Janice, John, Judy and Joseph and four granddaughters, Melissia, Jodie, Valorie and Jane. And John W. III their grandson.

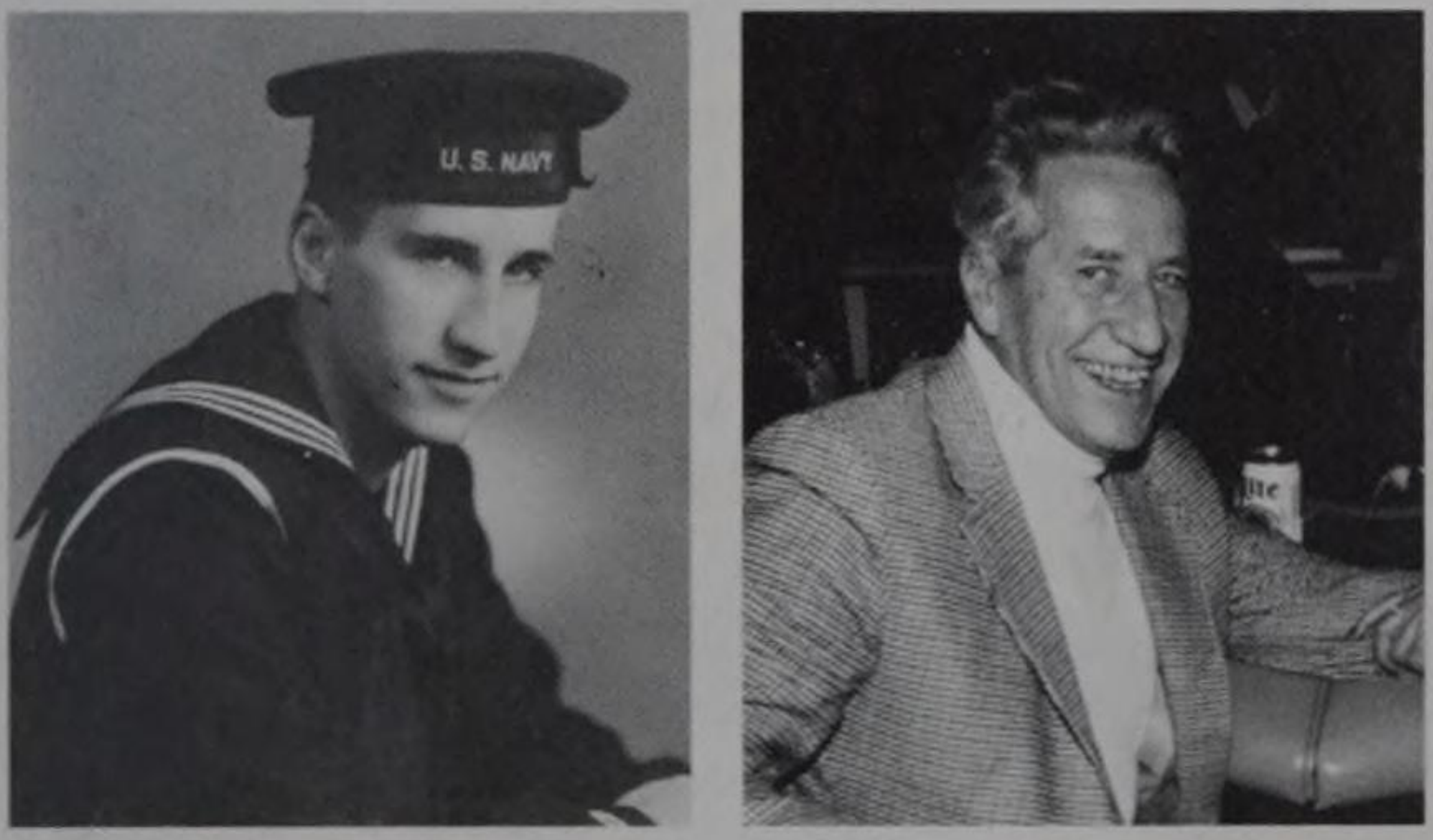


He is a school bus contractor serving as President of Marysville School Bus, Inc. for the past 42 years. Elected to Marysville City Council 1965-69 serving as Mayor Pro Tem. Elected as Mayor of Marysville 1969-71. Elected to St. Clair County Board of Commissioners, 1972-74, served as Vice Chairman. Elected as Chairman Board of Commissioners 1979-82. Elected to Board of Commissions 1983-85. Appointed to St. Clair County Mental Health Board, and is serving as Chairman 1985-1990.

Awards: Womens Assn. for Association for Retarded Citizens, Outstanding Citizen; Mental Health Annual Citizen Award; Scotty Hanton Goodwell, Citizen Award; Golden Nugget Award, area wide, Outstanding Contribution; and State Concurrent Resolution, State of Michigan.

Has served his family, his country, state and community very well and the USS *Pennsylvania* served their country and their crew very well.

EUGENE A. JACOBS, GM 2/c, USS *Wisconsin* (BB-64), Gunners Mate 2/c, born Aug. 5, 1923. Enlisted in Navy December 1942. Sent to Farrigot, ID for boot training and Gunnery School 1943. Sent to San Diego, CA 1943 for Electric Hydraulic School. Made 3/c GM and assigned to the *Wisconsin*, February 1944. Put the ship in commission April 1944. Joined the Pacific Fleet Oct. 2, 1944 and participated in the Leyte operation, Luzon operations which were attacks on Formosa, China Coast and Nansei Shoto, Iwo Jima operation, 5th Fleet operation on Honshu and Nansei Shoto, Okinawa assault and occupation. Strikes on Japan and final occupation Sept. 20, 1945. Discharged February 1946 at Great Lakes, IL.



Joined American Can Co. in the Graphic Arts Industry. Retired after 32 years in Appleton, WI.

Attended recommissioning of ship Oct. 22, 1988 in Pascagoula, MS and first ship's reunion at Biloxi, MS.

LEON JACOBSEN, (Jake), 7th Div., USS *Alabama* (BB-60), born May 28, 1925. Joined the U.S. Navy in 1942. After boot camp was assigned to the USS *Alabama* in Norfolk, VA and then set off to Newfoundland, Iceland. Then joined the British Home Fleet in Scapa Flow, in the North Atlantic, until mid 1943. After that, transited the Panama Canal and joined the Pacific Fleet.

The *Alabama* earned nine Battle Stars in the Pacific: Gilbert Islands, Truk, Hollandia, Marianas, Western Carolinas, Leyte, Formosa, Okinawa and the Japanese Mainland (the *Alabama* led the fleet into Tokyo Bay). Volunteered for the initial landing and occupation of the Tokyo Bay area.

When they went through the Panama Canal, he thought it was great, the Canal is 110 feet wide and the ship was 108 feet, two inches wide.

The *Alabama* steamed 217,000 miles during her life. In January 1964 she was moved to Mobile Bay, AL where she still sits. Was discharged from the Navy Dec. 24, 1945. Retired as a bricklayer May 1988.

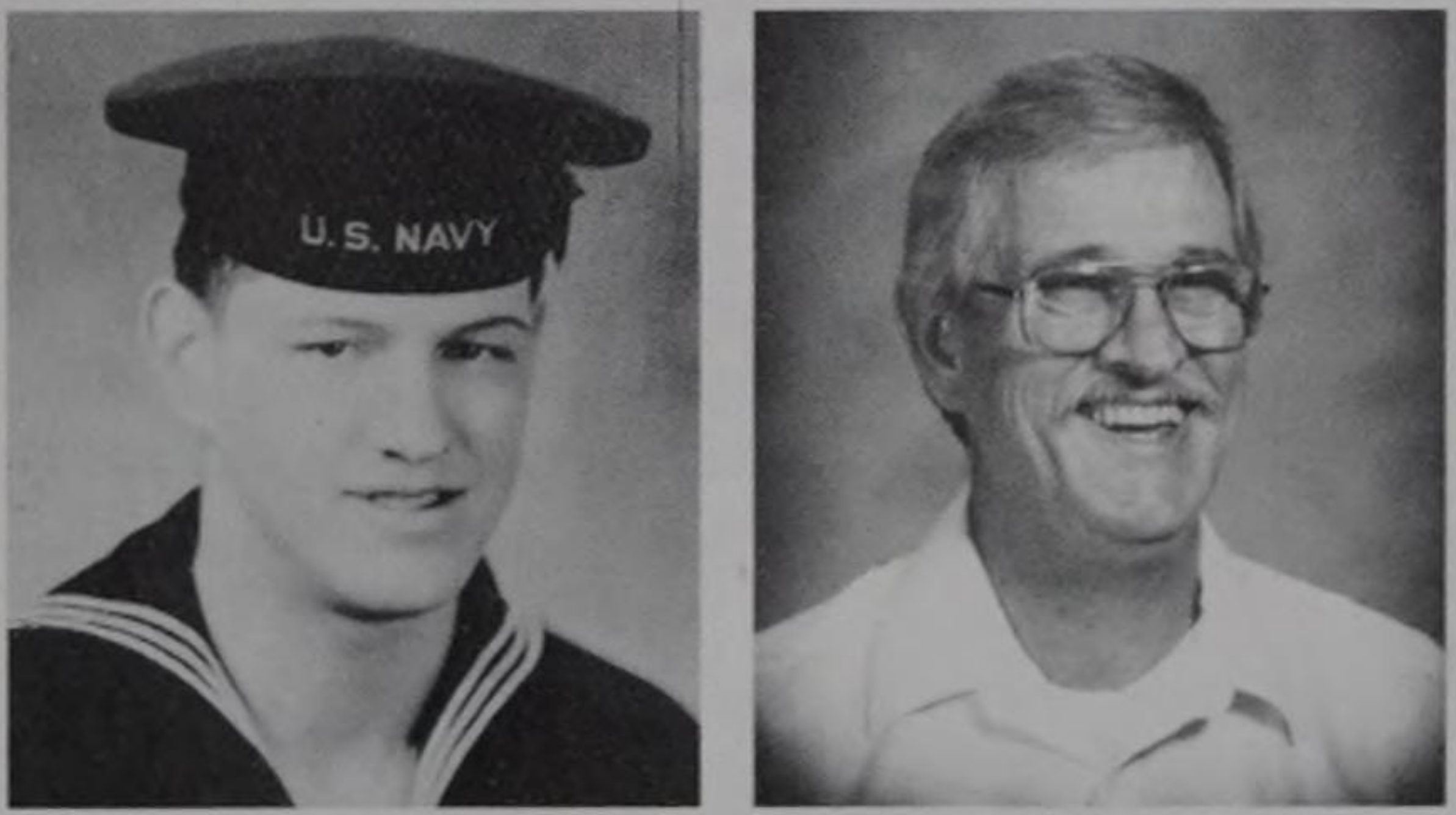
Gunnermate Irvin Houseman and he married sisters 43 years ago and are still happily married.

CHARLES DONALD JAMES, Water Tender 1/c, USS *Missouri* (BB-63), born Jan. 15, 1913, Greenview, IL. Enlisted in USN April 3, 1943, Great Lakes Training Co. 480. Completed studies and instructed at the Naval Turbin and Boiler School, Philadelphia, PA. Served on the USS *Missouri* (BB-63) until Peace. Discharged, Oct. 24, 1945.

Charles received two ribbons, American and Asian Theaters, three Stars, Iwo Jima, Okinawa, and the bombardments of Japan.

Married (Edna) Tee List Oct. 7, 1933. Civilian employment as Supervisor Central Illinois Light Co. Retired April 1975. Charles died unexpectedly July 27, 1982. Charles was seven years old when he met Tee. They lived in the same neighborhood, attended the same schools and churches, married almost 49 wonderful years.

JOSEPH B. JAMES, JR., USS *Wisconsin* (BB-64) S 1/c, FM Div., born Jan. 28, 1926 in Stonega, VA, attended Stonega Grammar School and Appalachia High School. Joined Navy in January 1944 during Junior year. Boot training at Bainbridge, MD and Precommissioning School at Newport, RI.

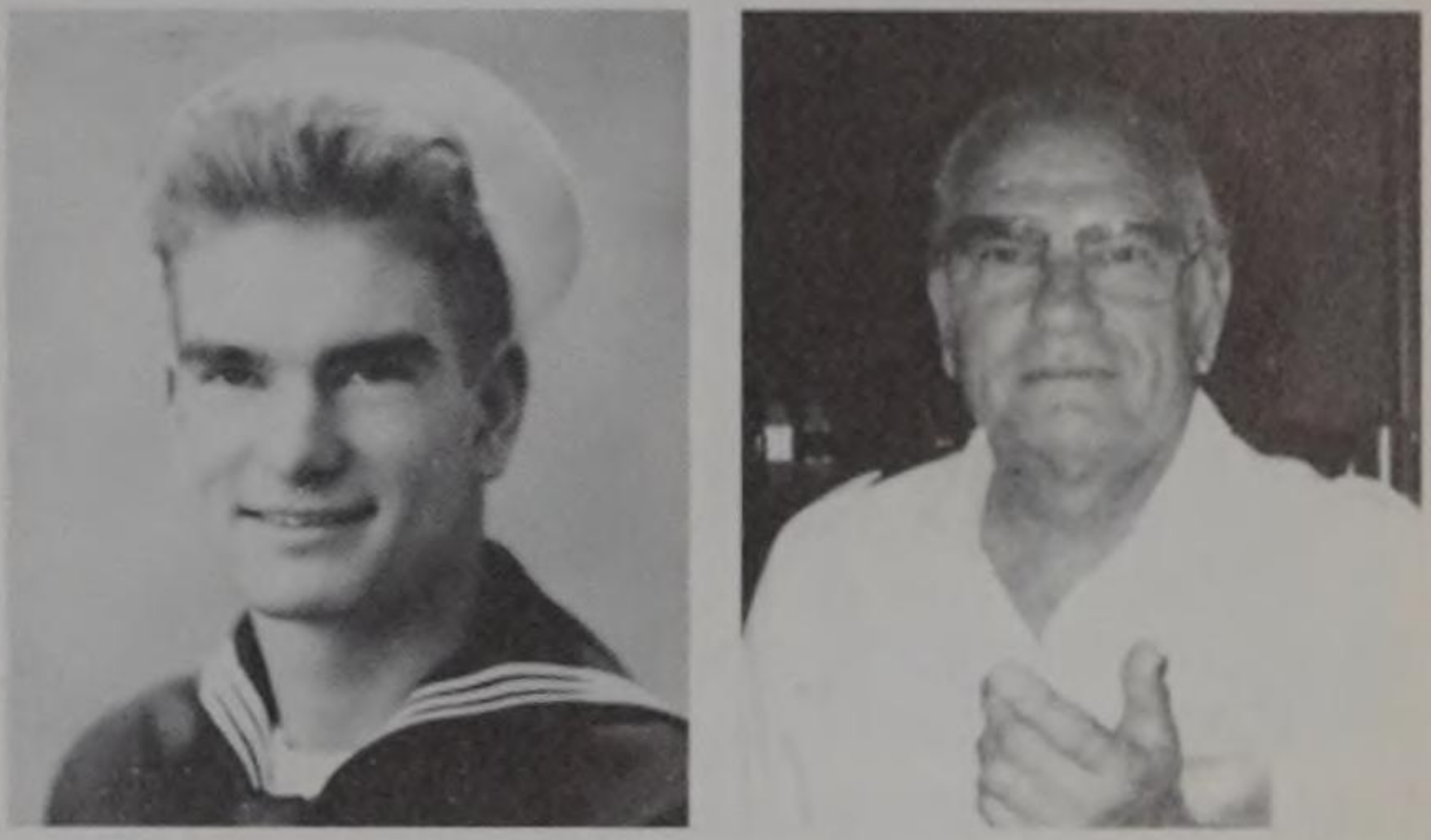


Most memorable times aboard the *Wisconsin* include the typhoon off the Philippines in December 1944, the kamikaze attacks off Okinawa, and the bombardments of the Japanese home islands. Earned five Battle Stars and was discharged from the Navy at Camp Shelton, VA April 16, 1946.

Took GED tests and entered college, graduating from East Tennessee State in 1950. Joined the Air Force in December 1950 and worked his way up to Major upon retirement in 1968. Worked in hospitals in California and North Carolina, and taught school for many years in Texas. Married Elinor Evans of Gloucester, MA. They have three children and five grandchildren. Retired.

EDWARD JANNICELLI, JR., Shipfitter 2/c, USS *Indiana* (BB-58), born in Ramsey, NJ. Enlisted in Navy February 1942. Attended boot camp in Newport, RI.

Boarded ship three months later in Newport News, VA. Left for Pacific November 1942. Assigned to battle station 1st Div., 16" gun, powder handling room, promoted to Seaman 2/c six months later. Transferred to R Div. as shipfitter striker six months later. Promoted to Seaman 1/c six months later. Reached Tonga Tabu Islands November 1942. Reached Newamea, Caledonia December 1942. Duty was damage control located in sick bay. Promoted to Shipfitter 3/c in 1944. Promoted to Shipfitter 2/c in 1945.



Participated in Marcus Island raid, invasion of Gilbert Islands, capture of Tarawa, bombardment of Kwajalein Island, landing on Marshall Island, Island of truck raids, bombardment of Panape Island, raids on Mariana Islands, bombardment of Saipan, raid on Tinian, bombardment of Palace Island, raid on Philippine Islands, invasion of Leyte, bombardment of Iwo Jima, supported raids on Tokyo, strikes on Okinawa, and bombardment of coast of Japan.

Received following medals: American Theatre, Victory, Asiatic-Pacific w/12 Stars and Good Conduct. Discharged February 1946.

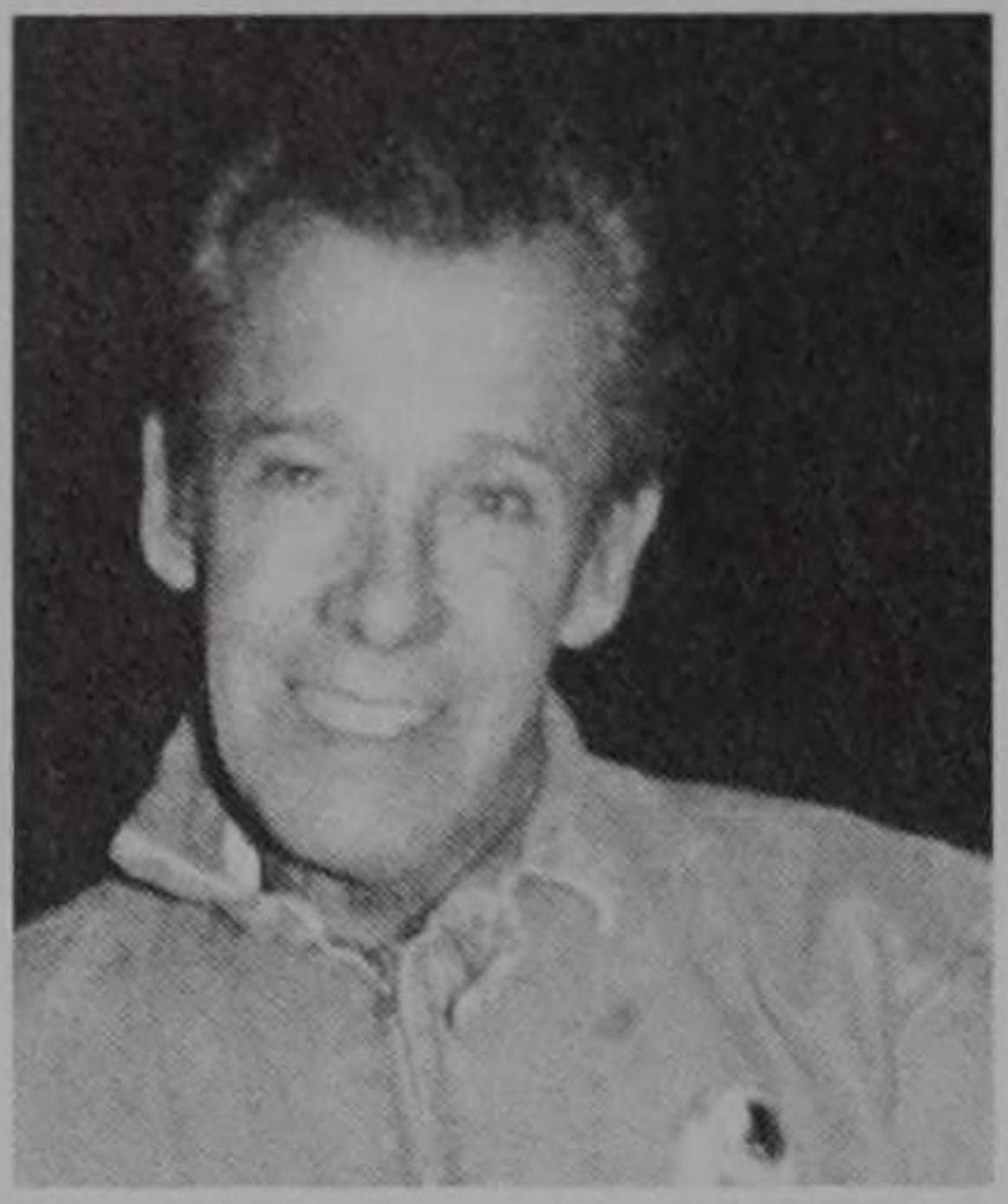
Went to work immediately. He has worked in the same industry for 43 years. The three companies he worked for manufactured bras and girdles. The well known company of which he put 17 years into is Playtex. From **shipfitter** to a **bra fitter**, **believe it or not!** Never could determine which job he liked better. Ha! Ha!

JERRY JARRETT, USS *Oklahoma*, Seaman 2/c, born in 1900 in Brooklyn, NY. Joined the Navy in 1917. Located at Bantry Bay, Ireland. His memorable experiences included being a part of the convoy with President Wilson on his way to the League of Nations.

He is married and has two children, two grandchildren, and three great-grandchildren. He retired around 1940.

"In the year 1917 it was my keen pleasure to be present at the christening of the Oke. I marvelled at her growth and strength. My strength and love kept apace and I am the last survivor of the original crew of 1500 left to mourn her demise. I will not let the *Oklahoma* go unattended, even as now my heart is filled with grief and remorse. Perhaps this is the reason that as the first man selected to serve her, I should have my heart to serve her as she served me. It was a glad and sad day as a chapter in my life closed. We servicemen came marching home down main street - the Victors."

MAX JENKINS, Coxswain, USS *North Carolina*, enlisted in the Navy in the last of 1941. Served aboard the USS *North Carolina* for 46 months. Ended up Coxswain. Battle station was the right control station of the 16" gun turret. The *North Carolina* was the first of the new battleships built. Was the first battleship in the Pacific and the first to fire into Japanese held territory.



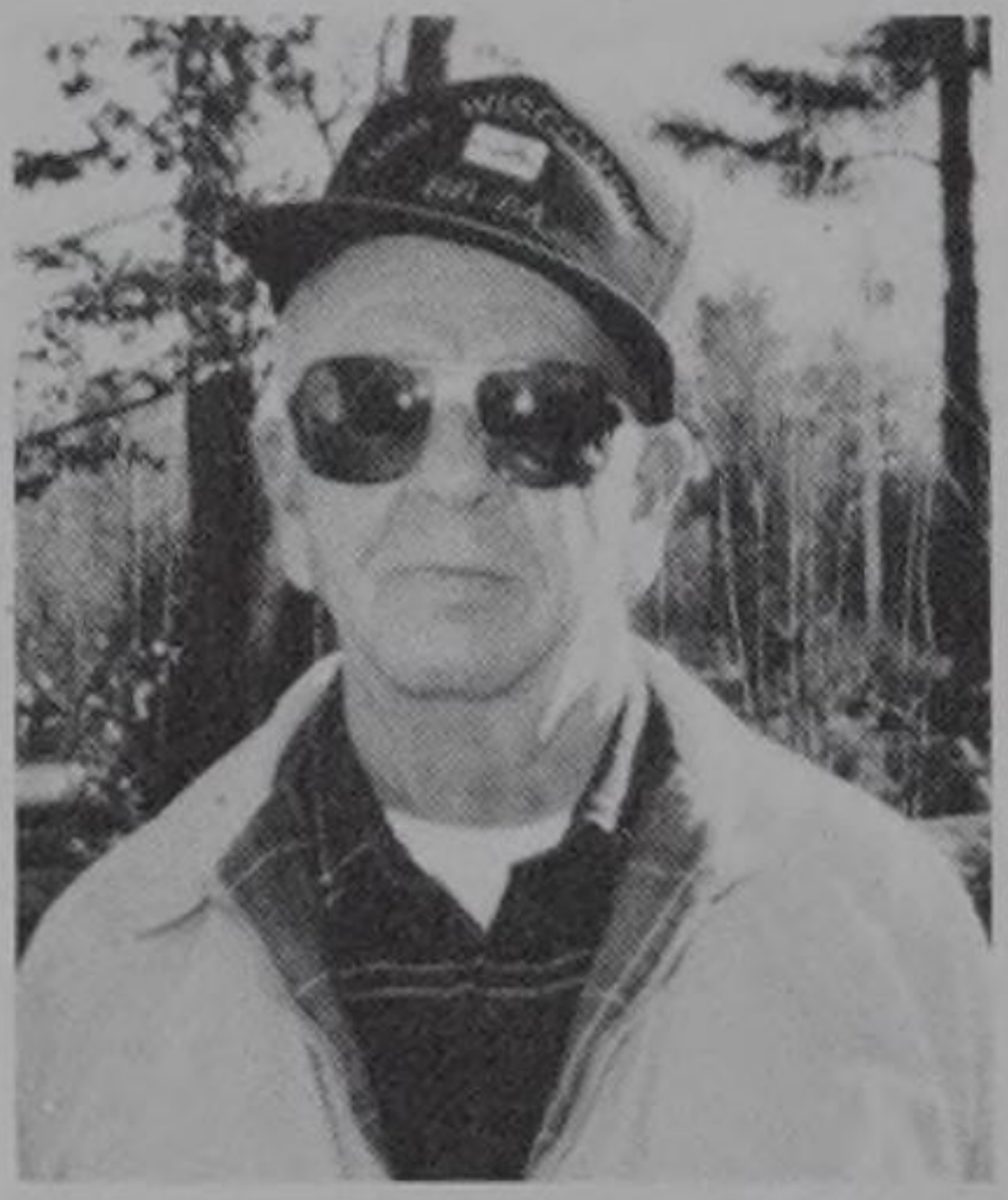
Participated in 15 major campaigns and was torpedoed in 1942. Came home in 1945 and went back into the Navy for two years then home again. Went to Washington, D.C. and served an apprenticeship in the carpenter trade, married and had six children and 11 grandchildren. Now lives in Stanley, VA.

ROBERT W. JENNINGS, FM "B" Div., USS *Pennsylvania* (BB-38) 1945-1946, enlisted Nov. 21, 1944 New York, NY. Boot camp Sampson, NY. Korea Sept. 21, 1950-June 17, 1952 CNO Washington, D.C. Remained in Reserve RMMC Bn. 19, RMMC Bn. 13. Retired April 1, 1984 from Bn. 13 Camp Smith, Peekskill, NY after 27-1/2 good years (CE-2). Piped over on June 24, 1989. Yes, June 1989. Retired from New York Telephone Co. March 28, 1987 after 39-1/2 years.

While waiting at Shoemake, CA for a ship, one of the men said he was not too keen on going to sea and possibly swimming around with sharks. Asked if he didn't want to fight for his country he said, "This is God's country, I justs lives here" (sounded good then).

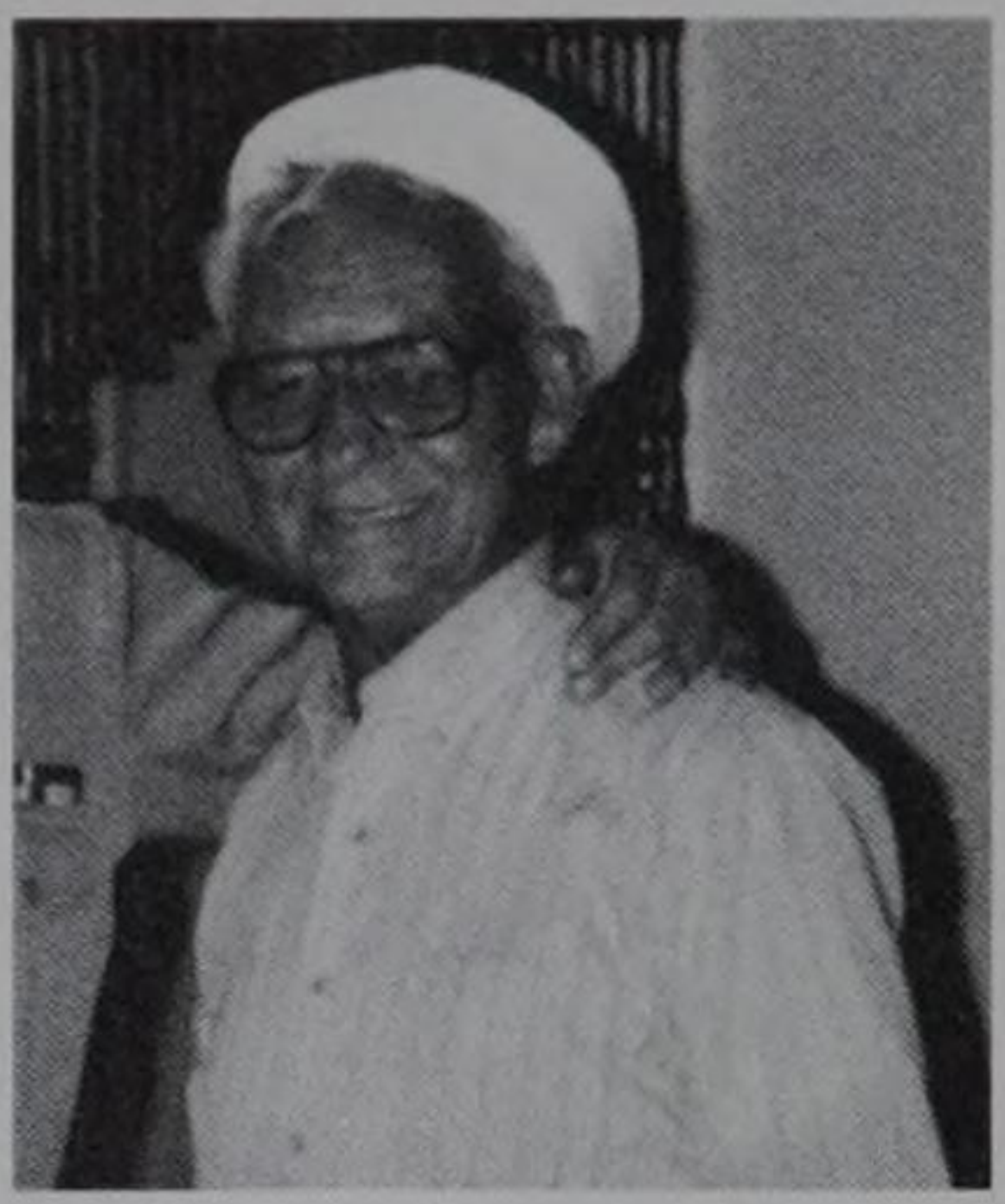
JOHN M. JEWETT, U.S. Navy, June 25, 1946-May 7, 1948. Enlisted at age 18. Received boot training at Bainbridge, MD. Served on the USS *Wisconsin* (BB-64) September 1946 to April 1948. Home port in Norfolk, VA.

Tour of duty on the *Wisconsin* began in the 4th Deck Div. where he spent first month aboard ship, then was transferred to the "R" Div. and spent the remainder of tour there. In the "R" Div. Worked first as a Carpenter's Mate Striker and then later as a shipfitter striker in Damage Control. During the last few months of tour, was assigned as an inspector on tank testing during the decommissioning process of the ship.



After leaving the Navy in 1948, attended the University of Maine at Orono and then pursued a career in surveying and mapping. In March 1988, retired from the New Hampshire Dept. of Transportation as a Professional Engineer and Land Surveyor.

ALLEN E. JOHNSON, (Johnny), USS *Pennsylvania* (BB-38), Signalman Striker. While serving on her advanced from App. Seaman to Seaman 1st. Born Little Rock, AR. Attended school in Vimy Ridge, AR. Enlisted in May 1941. Did basic training at San Diego Naval Training Station. Reported aboard USS *Pennsylvania* Aug. 14, 1941 at Pearl Harbor. Served on her until May 1942. Leaving her at Long Beach, reporting to the Armed Guard at New Orleans for two weeks. Then on to Key West, where he made two and one-half trips on the Commodore's Staff. Then was transferred to the Armed Guard Center at Brooklyn, NY.



The first ship was the *J.W. McAndrews*. Was in the invasion of North Africa and was on the second ship into Casa Blanca. While in Oran, Algeria in May 1943, was wounded during an aerial attack, receiving the Purple Heart. Then was transferred to the SS *Laura Keene*. Where they made the Invasion of Southern France. While on the SS *Laura Keene* she broke at the #3 hold and had to be held together with wire rope and turn buckles continuing on to New York. While on the East Coast made 15 round trips across the North Atlantic on convoy duty. After leave, caught the SS *Hegira* at Treasure Island. Made one trip to Santiago, Chile and made about six or seven ports in South America. Transferring to the *Banner* APA-60. Via Pearl Harbor to the Operation Crossroads Atom Bomb Test at Bikini in 1946. After the second bomb the *Banner* was too hot to go back aboard her so was transferred to the Flag aboard the USS *Fall River* going back to Pearl Harbor. He was transferred to Com. Ser. PAC. Then to the Shore Patrol where he stayed until 1948 going home on leave, joining the Reserves. Being recalled to active duty for 16 months in Korea.

Retired Nov. 1, 1988 from a Private Utilities Co. in California after 40 years as an Electrical Technician.

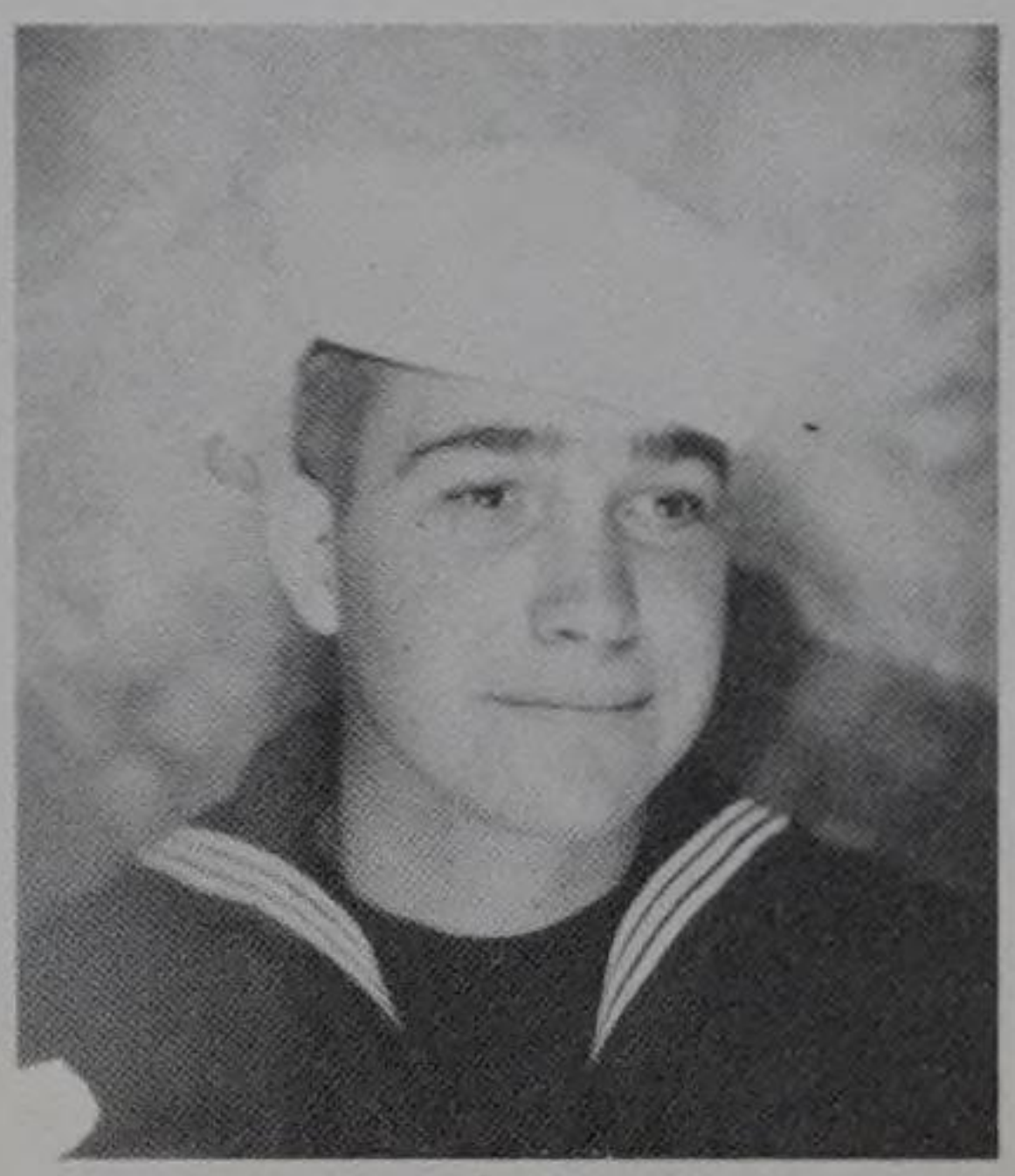
AMOS R. JOHNSON, JR., TESN, USS *Missouri*, born Dec. 1, 1932 in St. Petersburg, FL. Enlisted in Navy May 24, 1950. Boot training at Great Lakes, IL. Stationed at 7th Base Post Office, Yokohoma, Japan.

He remembers the delayed sailing of ship in Pusan, Korea and delivering mail to K-1 Airfield. He was discharged Sept. 29, 1953.

Married Merilyn S. Johnson May 19, 1954. They have two children and three grandchildren. Retired Jan. 1, 1967 from the St. Petersburg, FL Police Dept. and again June 1, 1987 the state of Florida's Criminal Justice System.

JOHN W. JOHNSON, BM 1/c, USS *Maryland* (BB-46), born Nov. 17, 1923 in Upshur Co., TX. Enlisted in Navy March 28, 1941. Boot training at San Diego Naval Training Center.

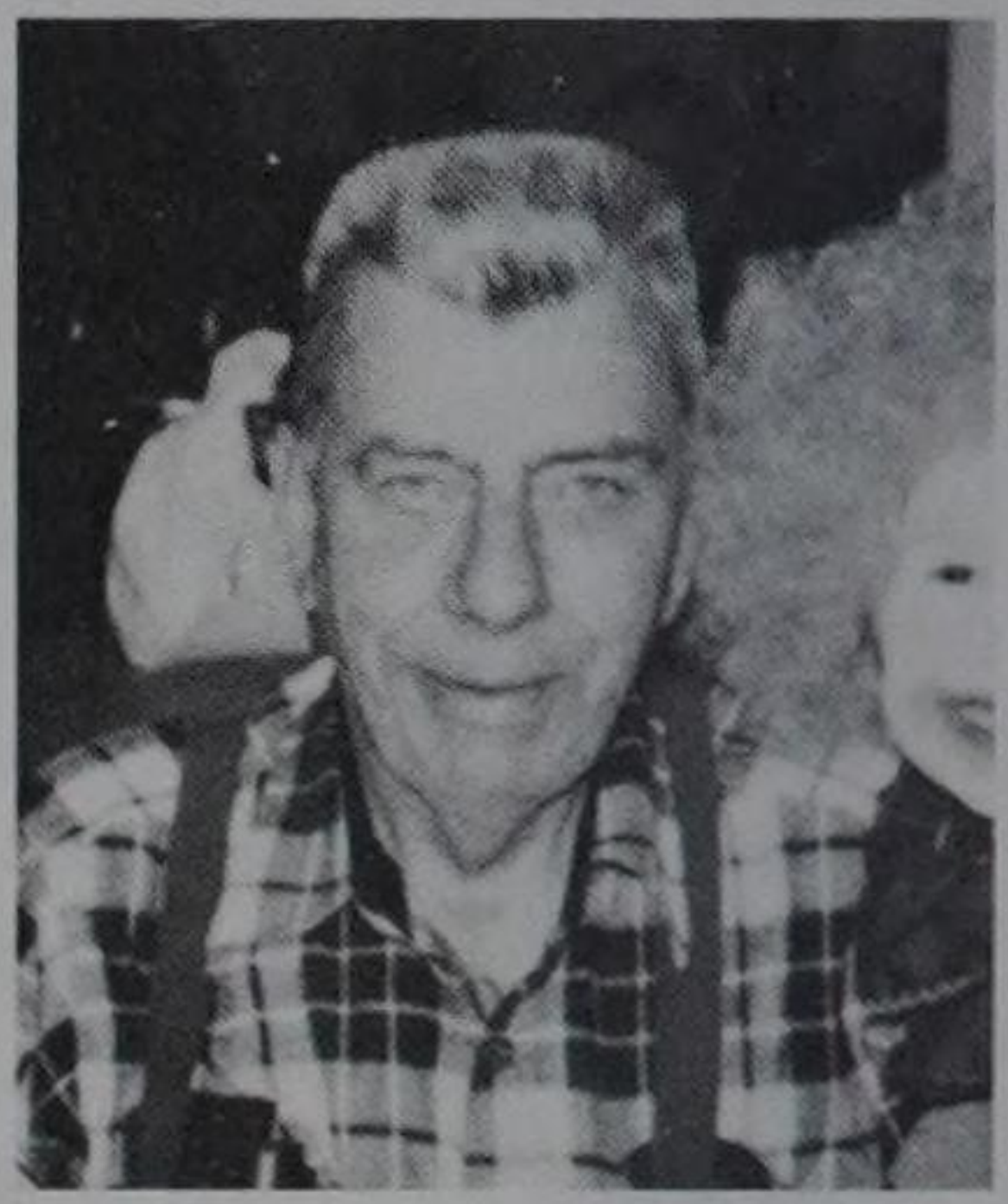
Boarded USS *Maryland* in dry dock at Bremerton June 21, 1941. Helped fight the "Mary Maru" through attack on Pearl Harbor and Pacific Fleet Dec. 7, 1941. On board through landings on Tarawa, Kwajalein, Saipan, Palau and Leyte, sea battle of Surigao Straits and the invasion of Okinawa.



Transferred to Port Director Unit Pusan, Korea September 1945 to April 1, 1946. Then to North China service unit aboard USS *Sierra* at Tsingtao, China April 1946 to Oct. 15, 1946. Discharged Dec. 6, 1946. Enlisted USNR, active and inactive. Discharged Sept. 6, 1962.

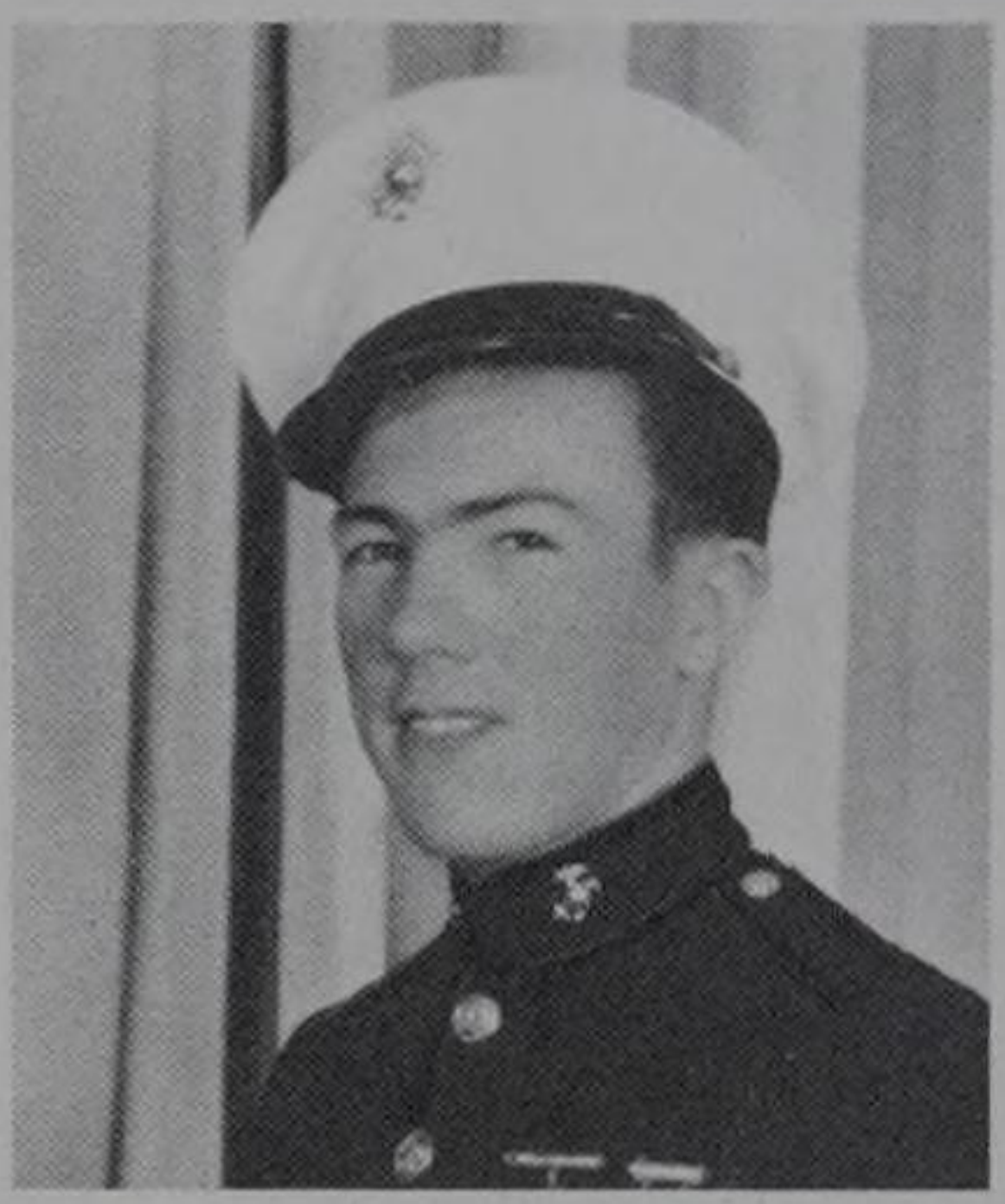
Retired from working for others in 1973. Fell back to the peace and quiet of country life in Texas. Enjoying catfishing on the Brazos River, attending USS *Maryland* reunions and striving to keep his six grandchildren in the straight American way.

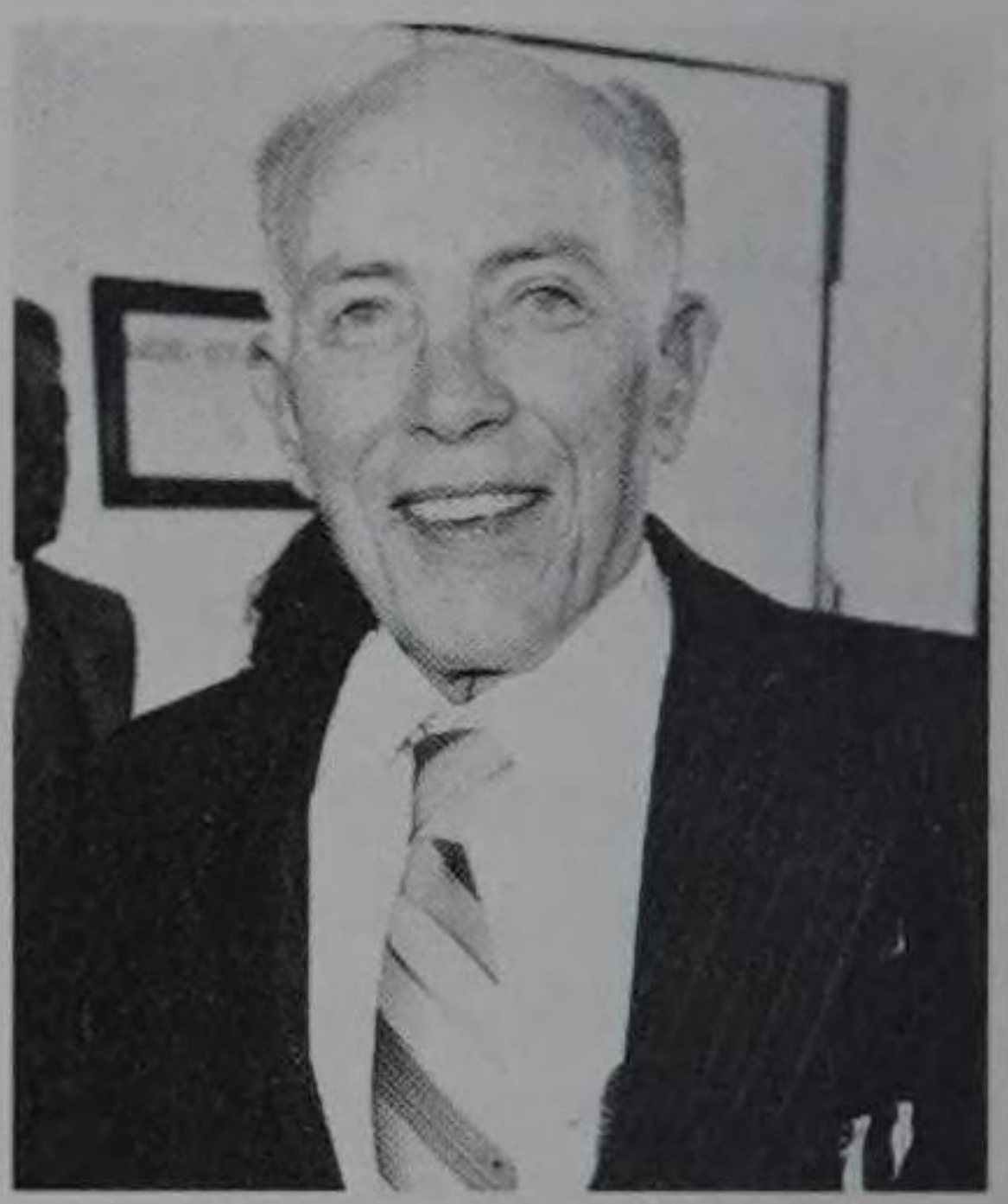
MERLIN ELLSWORTH JOHNSON, USS *South Dakota* (BB-57), born March 17, 1919 in Orient, SD. Johnson joined the U.S. Navy on Jan. 21, 1942. His memorable experiences include Marshall, Tarawa, Okinawa, Guadalcanal, Coral Sea, Iwo Jima, Japan and Saipan. He achieved the rank of SSML 3/c and was discharged on Sept. 2, 1945.



He has 12 grandchildren. He retired as a laundryman on March 20, 1963.

MILTON O. JOHNSON, USS *Maryland*, USS *West Virginia*, Master Sgt., U.S. Marine Corps, born Jan. 21, 1918 in Seattle, WA. Attended Greenwood Elementary and Ballard High School in Seattle, WA. Member of the U.S. Naval Reserve from May 28, 1935 to July 21, 1936. Enlisted in the Marine Corps on July 22, 1936 and went through recruit training at San Diego, CA





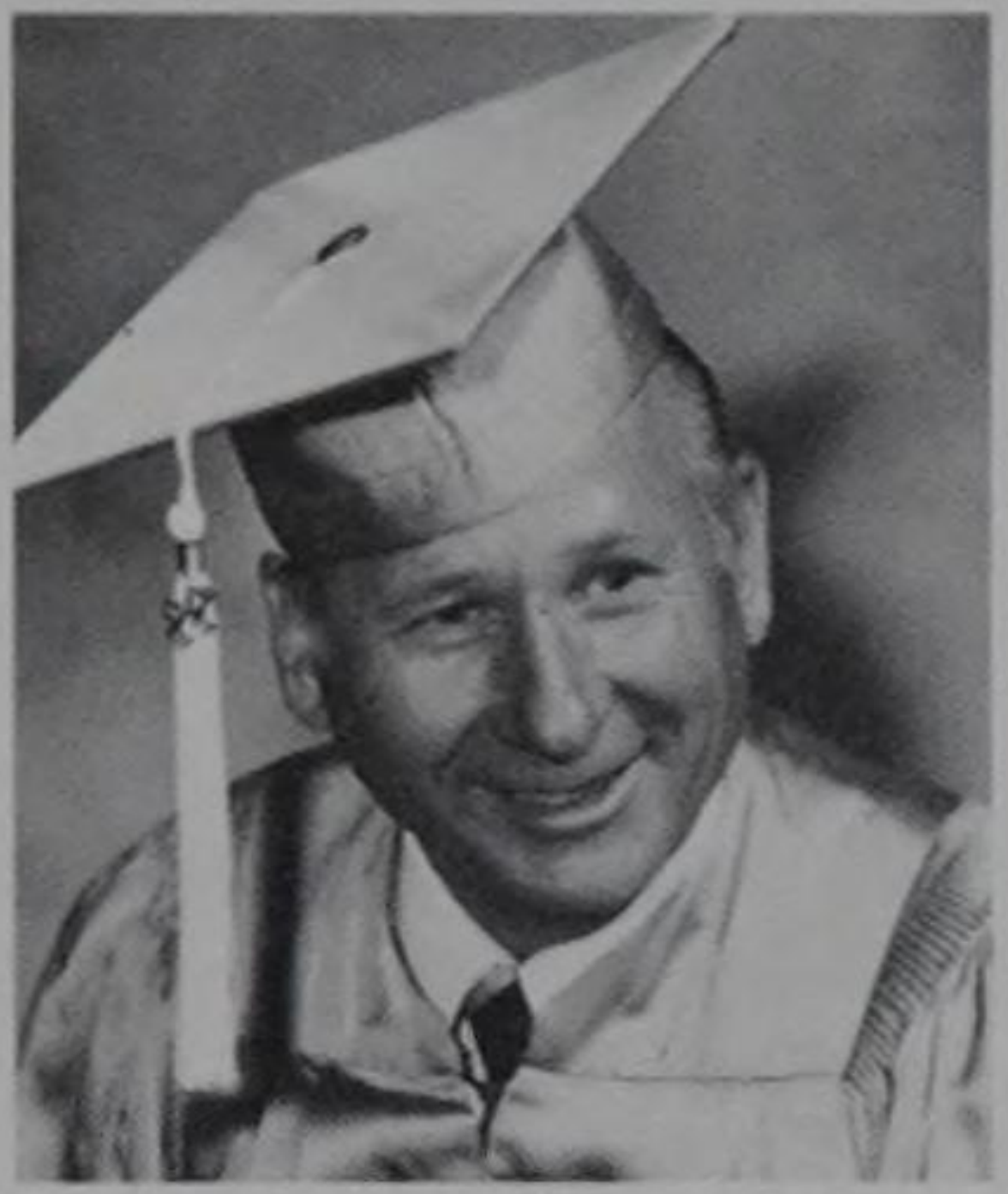
Served aboard the USS *Maryland* and the USS *West Virginia* 1936-1938, Sandpoint Naval Air Station, Seattle, WA 1938-1940; 4th Marines, Shanghai, China 1941; Marine Barracks, Cavite, Philippine Islands 1941. Was in the Navy Yard after delivering an urgent message and was on his way out when the Japanese launched a massive bombing attack. He is not aware of any other survivors in the Navy Yard. Participated in battles of Cavite, Bataan and Corregidor 1942, captured on May 6, 1942 on Corregidor. Imprisoned at Corregidor, Bilibid Prison in Manila, Cabanatuan Prison Camps #1 and #3 in Philippines, Yodogawa Steel Mills in Osaka, Japan, coal mines at Fukuoka which is on the Island of Kyushu and from where they observed the mushroom of the atomic bomb dropped on Nagasaki. Prisoner of war three years, three months and nine days 1942-1945. Stationed at Naval Station, Pier 91, Seattle, WA, Instructor, Marine Corps Schools, Camp Lejeune, NC, Inspector-Instructor Staff, Aberdeen WA, Marine Barracks, Kodiak, AK, U.S. Marine Corps Base, Camp Pendleton, CA and retired from Bremerton Naval Shipyard, Bremerton, WA on June 30, 1956, 1945-1956.

After retiring worked at the U.S. Air Force Base at Paine Field, Everett, WA under Civil Service as a warehouse Foreman and Supply Officer at their Base Service Stores. Also worked with the Seattle Public Schools.

Medals awarded are the Purple Heart, Asiatic Pacific w/one Star, WWII Victory Medal, National Defense Service Medal, Good Conduct Medal w/six Stars, China Service, American Defense, Philippines Defense w/one Star, Army Distinguished Unit Badge with Oak Leaf Cluster, and Prisoner of War Medal.

TWAIN JOHNSON, USS *North Carolina*, Radioman, finished Naval Career as a Radioman 2nd Class.

Claim to fame would have to be that he copied the Ship to Air Radio Message from the Pilot that spotted the Japanese Fleet off the Coasts of Guam and Saipan.



Also landed in Japan with 3000 Sailors and Marines prior to the Occupation or the signing of the Armistice.

Put the *North Carolina* into moth balls at the Brooklyn Navy Yard in 1946.

Took boot training in San Diego and Radio School Training at the University of Colorado. Was discharged at Terminal Island, CA in 1946.

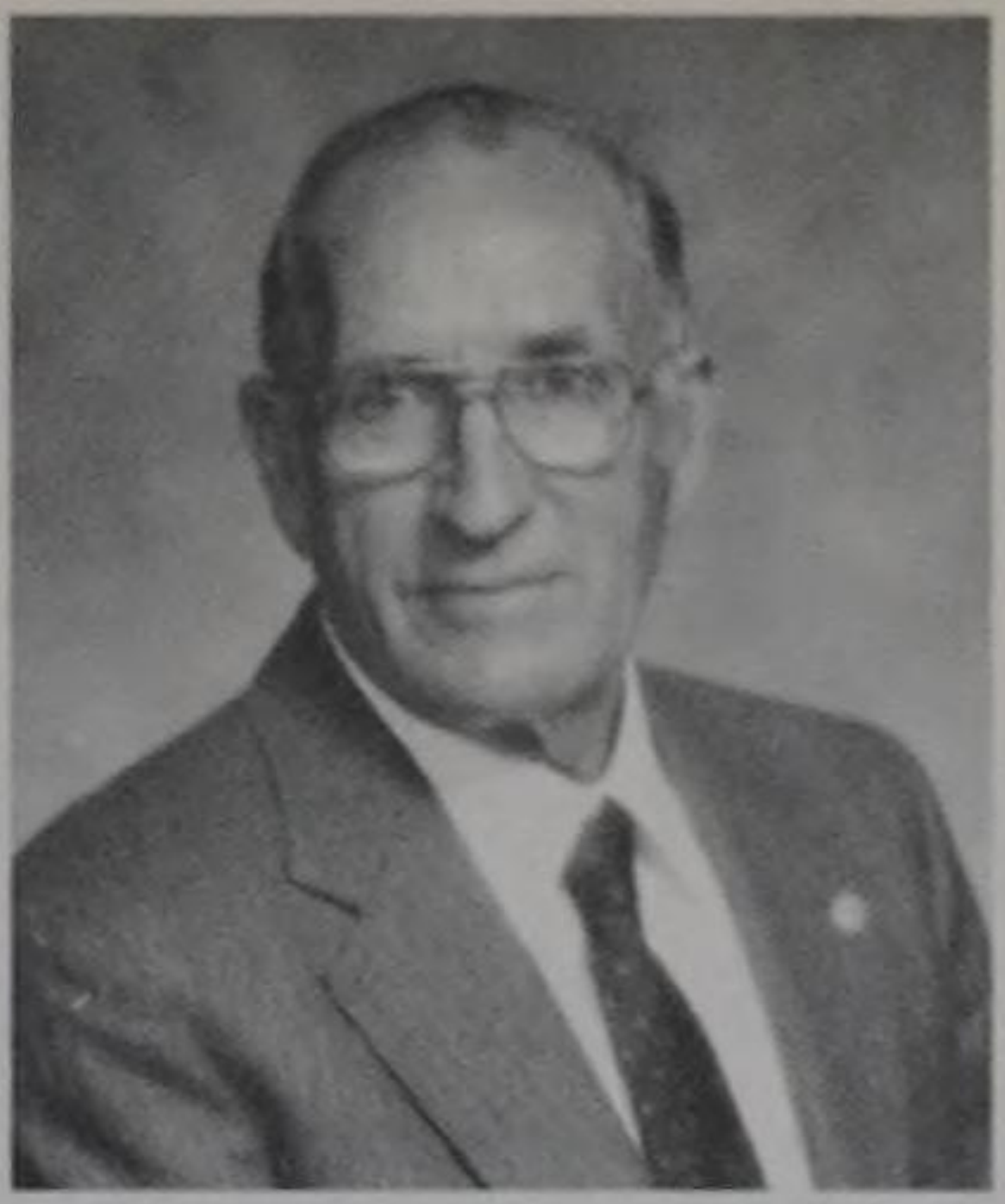
CECIL T. JONES, USS *North Carolina* (BB-55) (Showboat), Chief Quartermaster (PA), born April 8, 1924 in Dunedin, FL. Attended elementary school in Dunedin and high school in Clearwater, FL. Enlisted in the Navy in April 1941 and attended recruit training in Norfolk, VA Plt. 96. Reported aboard the USS *North Carolina* in June 1941. His older brother, Willard, served on the ship with him until the war started. Joined the Pacific war in July 1942. From Guadalcanal to Tokyo Bay. His two brothers' ships were with the Showboat during a heavy air attack off Saipan the night before "D" day. Left the *North Carolina* at Bremerton, WA in November 1944 as Quartermaster 1/c. Commissioned the USS *Meriweather* (APA-203) and sailed her to Pearl Harbor. Transferred to the USS *Teton* (AGC-14) on which he served until war's end. Promoted to Chief Quartermaster April 1, 1945 Easter Sunday, "D" day at Okinawa. Shipped over after the war and served on the USS LST 845 until discharge in July 1949.

Worked in Central Florida Phosphate industry 38 years retiring June 1987. Loved his tour of duty on the USS *North Carolina* and now visits her in Wilmington, NC once or twice each year.

DOUGLAS M. JONES, MM2, USS *Missouri*, born April 27, 1933 in Utica, NY. Graduated from Whitesboro Central High School. Enlisted in Navy May 21, 1951. Boot camp at Quonset Point, RI. Discharged Feb. 21, 1955.

Married Evelyn Bullen Feb. 11, 1956. They have three children and four grandchildren. He works at the New York Telephone Company where he has been employed for 34 years.

HERMAN JONES, Chief Petty Officer, USS *Oklahoma*, born Feb. 3, 1917 in Warren, AR. Joined the Navy Jan. 6, 1938.



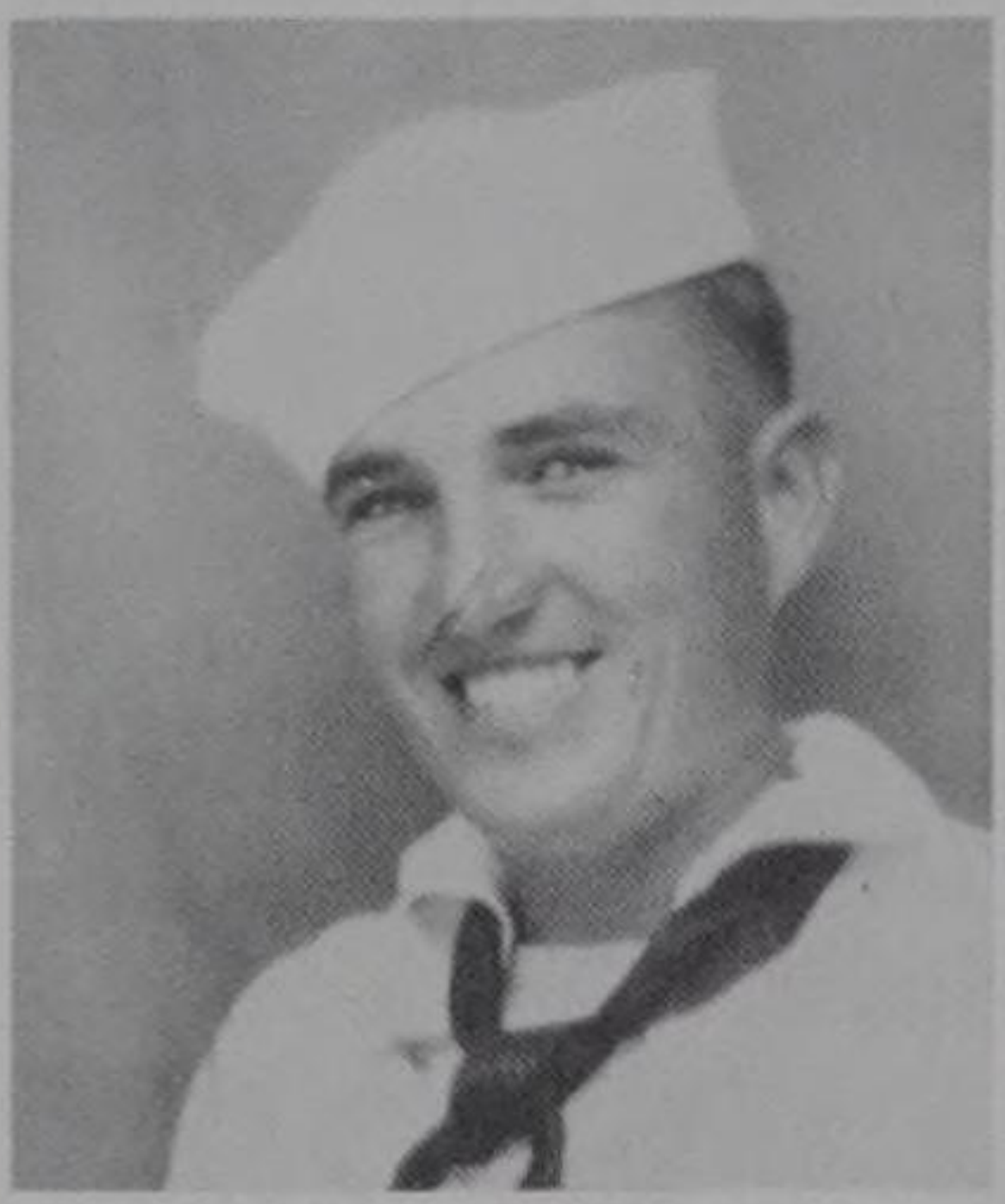
In the 21 years Herman served, he did not miss one day of duty for reasons of sickness or personal absence.

Not even having been aboard three different ships when they were sunk marred that accomplishment.

He was aboard the USS *Oklahoma* when the Japanese sank her at Pearl Harbor. He escaped the sinking ship by boarding the USS *Maryland* which was moved along side. In June 1942, he was aboard the USS *Porter* when it was sunk during the Battle of Midway. And, he was aboard the USS *Abner Read* when it was sunk in the Surigao Straits in November 1944.

Married Helen L. Buchanan Jan. 22, 1944. They have two children. He retired Feb. 27, 1981 from Hughes Aircraft Company.

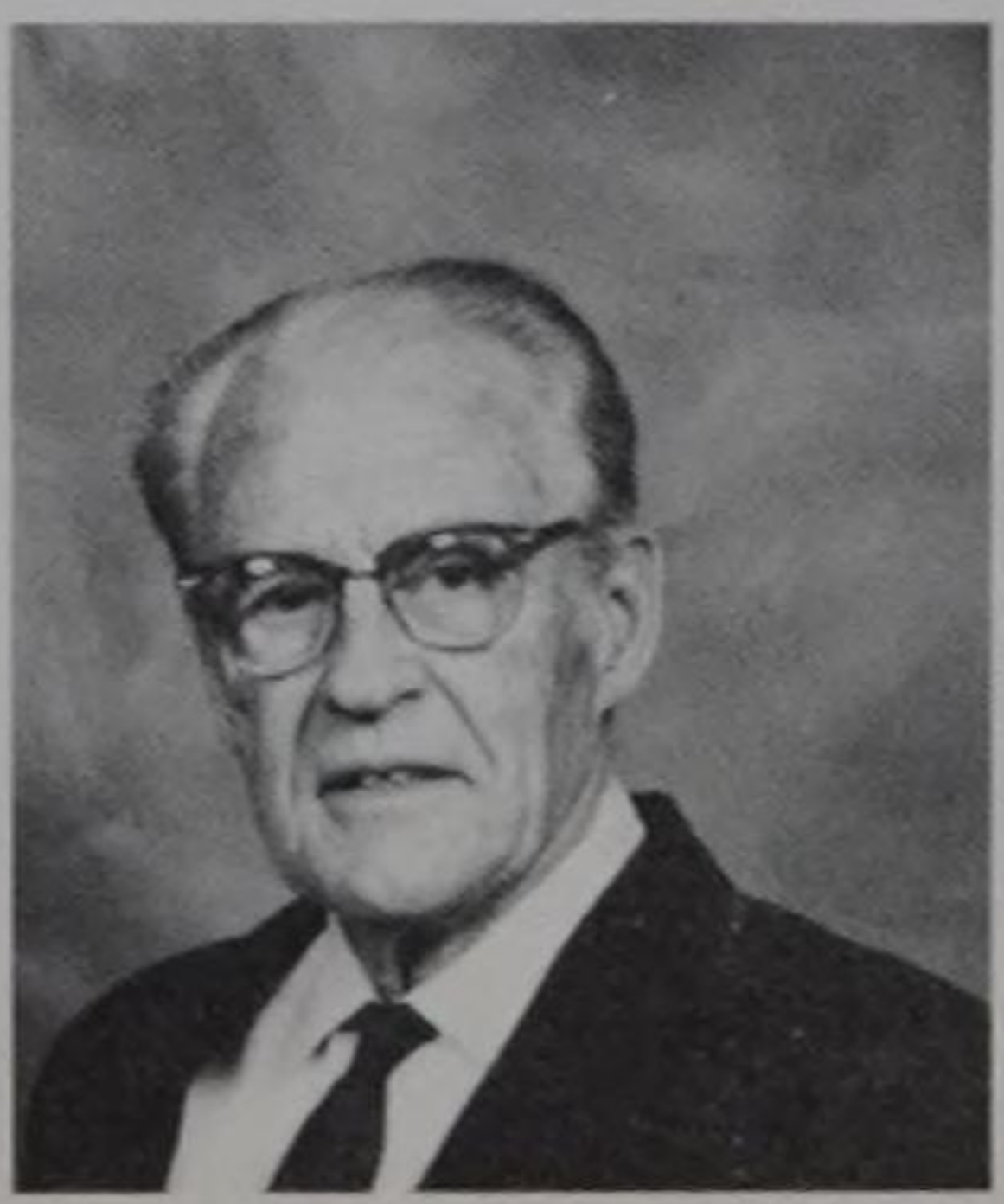
LESTER JONES, S 1/c, USS *New Jersey* (BB-62), born Feb. 22, 1922, Laurel Co., KY. Joined the Navy Nov. 19, 1942. Completed boot camp at Great Lakes. Went on the *New Jersey* when it was commissioned. Reported aboard ship May 23, 1943. Stayed aboard for the duration of the war. The *New Jersey* participated in all major campaigns in the Pacific, Iwo Jima, Okinawa, Marianas, Western Pacific, Philippines, Formosa, South China Sea, Tokyo, to the occupation of Japan at the end of the war. The *New Jersey* was the Flagship for Adm. Halsey part of the time.



Decorations: Philippines Liberation w/two Stars, American Area, Asiatic-Pacific w/nine Stars, Good Conduct Medal, and WWII Victory Ribbon. Was discharged Nov. 11, 1945.

Was married May 17, 1946. They have celebrated their 43rd anniversary. He is a Baptist and a 32nd Degree Mason. Worked for the L & N Railroad, serving as an apprentice boilermaker and boilermaker for six years. Then worked for the Navy at Naval Ordnance, Louisville, KY as a metal fabricator and supervisor until retirement April 16, 1981. He is now enjoying retirement, fishing, woodworking, and traveling.

PERCY LAYTON JONES, USS *Idaho* (BB-42), Master Chief Gunner's Mate, born Sept. 17, 1909, San Francisco. Enlisted in Navy April 7, 1934. Spent six years in turret #4 on USS *Idaho* (BB-42). While aboard, a new record was set for turrets firing short-range battle practice. With the target one mile away and the firing in telescope control, they scored nine shots and nine hits in 52 seconds. This was a new record for which the pointer and trainer received Adm. Trenchard's medals, and all members in the turret received the USS *Idaho* Gunnery Medal.



Served on USS *Madison* (DD-445), USS *Sangamon* (CVE-26), *Walter B. Cobb* (APD-106), USS *Gen. W.A. Mann* (TAP-112), and USS *Mississinewa* (AO-144). Retired from Navy with 30 years services.

On USS *Idaho* (BB-42), Czelaus John Kunke GM 2/c was a perfect gun captain on their left gun. Later, he transferred to the Asiatic Station, his ship went down and he became a POW. He refused to bow to the Japanese soldiers. He said "I am an American citizen, and I bow to no man." He was beaten and he died.

ROBERT E. JONES, CBM, USS *Pennsylvania*, born March 5, 1915 in Counce, TN. Received BS and MA degrees. Enlisted in Navy Nov. 10, 1936.

Went aboard USS *Pennsylvania* May 1937. Was a BM 2 battle station repair 1 during Pearl Harbor attack. Led group doubling up mooring lines, putting on blister covers, putting out fires and tending to wounded and dead.

Transferred to Escort Scouting Sdn. #9. Mission was to protect convoys crossing Atlantic. Later volunteered for amphibious service and assigned to LST-354. Participated in landings on Solomon Islands, Marshalls, Carolines, Marianas and Bismarck.

Received 14 medals. Wore three Silver and two Bronze Stars on Asiatic-Pacific Ribbon representing participation in 17 engagements.

During Korean action served aboard the USS *Torry* and USS *Rogue*. Made two Mediterranean cruises with the 6th Fleet. Last cruise was aboard USS *Northhampton*.

He has been married for 48 years. Retired in 1977 after teaching at Kingsbury High School for 20 years. They now play golf and travel. Looks forward every year to USS *Pennsylvania* reunions.

FRANK M. JOUSAN, Coxswain, USS *Pennsylvania*, born on March 29, 1925 in Houston, TX. He attended high school and joined the Navy on Feb. 4, 1943. He served on the USS *Pennsylvania* for 32 months. He achieved the rank of Coxswain and was discharged on April 6, 1946. He was married on June 9, 1946. He and his wife have two children and four grandchildren. He retired on June 1, 1990.

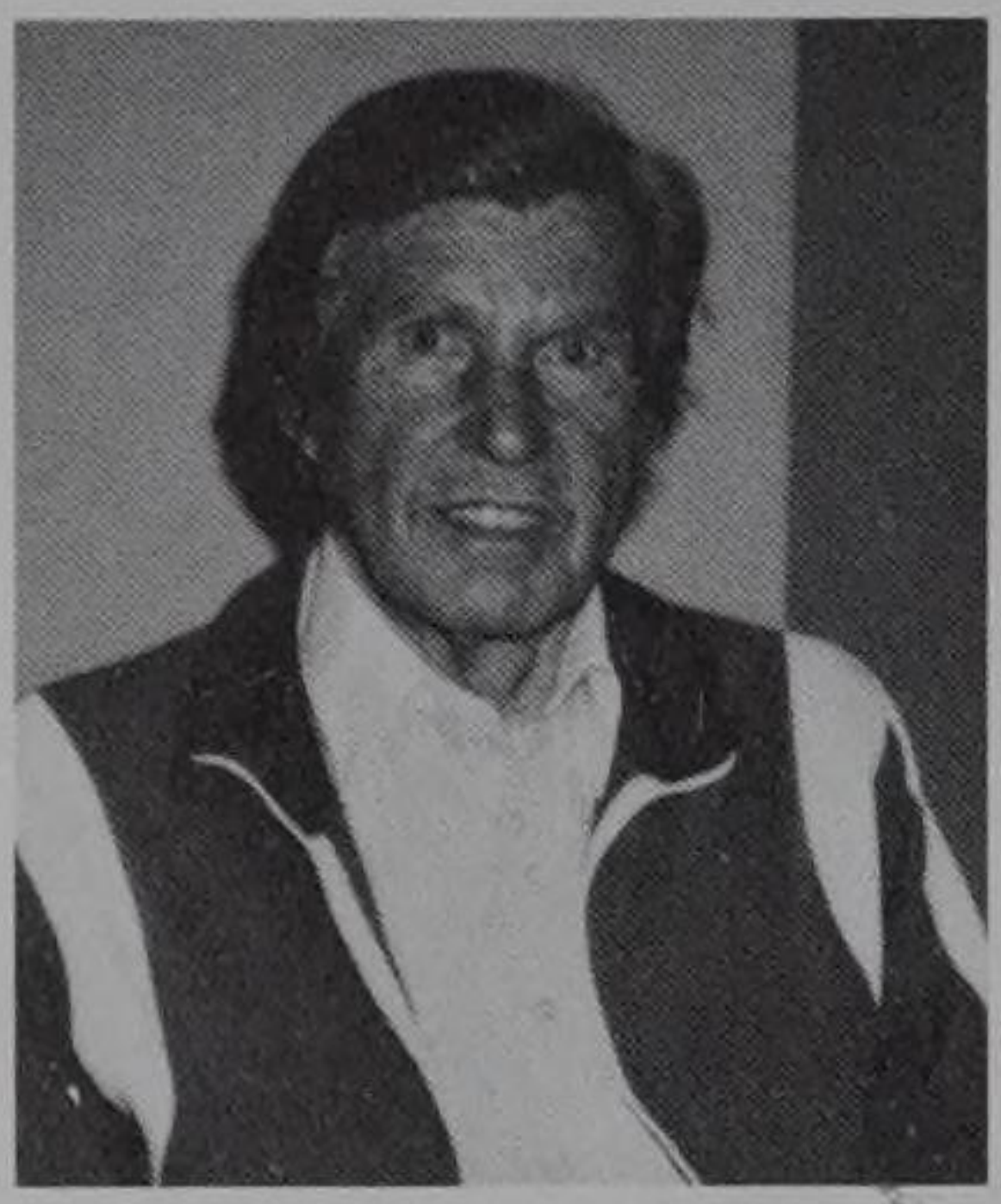
JAMES A. JULIOT, USS *New Jersey* (BB-62), QM 2/c, Clairton, PA. Enlisted May 1944 and after six weeks of boot training at Bainbridge assigned to a L.C.I. in the Admiralty Islands, then on to New Guinea. Philippines combat landings include, Leyte Gulf, Ormoc, Mindoro, Manila Bay (Nasugbu), Subic Bay, Lingayen Gulf, Panay, Negros, and Palawan. Then to Okinawa and Shanghai, China. Discharged in May 1946, and recalled to active duty in September 1950. Assigned to the *New Jersey* in Bayonne, NJ at the recommissioning ceremonies. Had the honor of hoisting the U.S. Flag. After the shakedown cruise at Gitmo

Bay the Big "J" relieved the *Missouri* for its tour of duty in Korea. Several months and four Battle Stars later the Big "J" being relieved by the *Wisconsin* returned to Norfolk.

He had great enjoyment entertaining aboard, playing his accordion. Discharged in 1952, returning to Clairton, PA and proprietor of a restaurant and lounge.

HARRY E. KAHLER, CGM, USS *Idaho* (BB-42), born May 25, 1918 in Iowa. Enlisted in Navy October 1937.

He received the following ribbons: American Defense w/one Bronze "A", European-African and Middle Eastern Theater, American Theater, Asiatic Pacific w/six Stars, Philippines Liberation Ribbon w/one Bronze Star and the Good Conduct Medal.



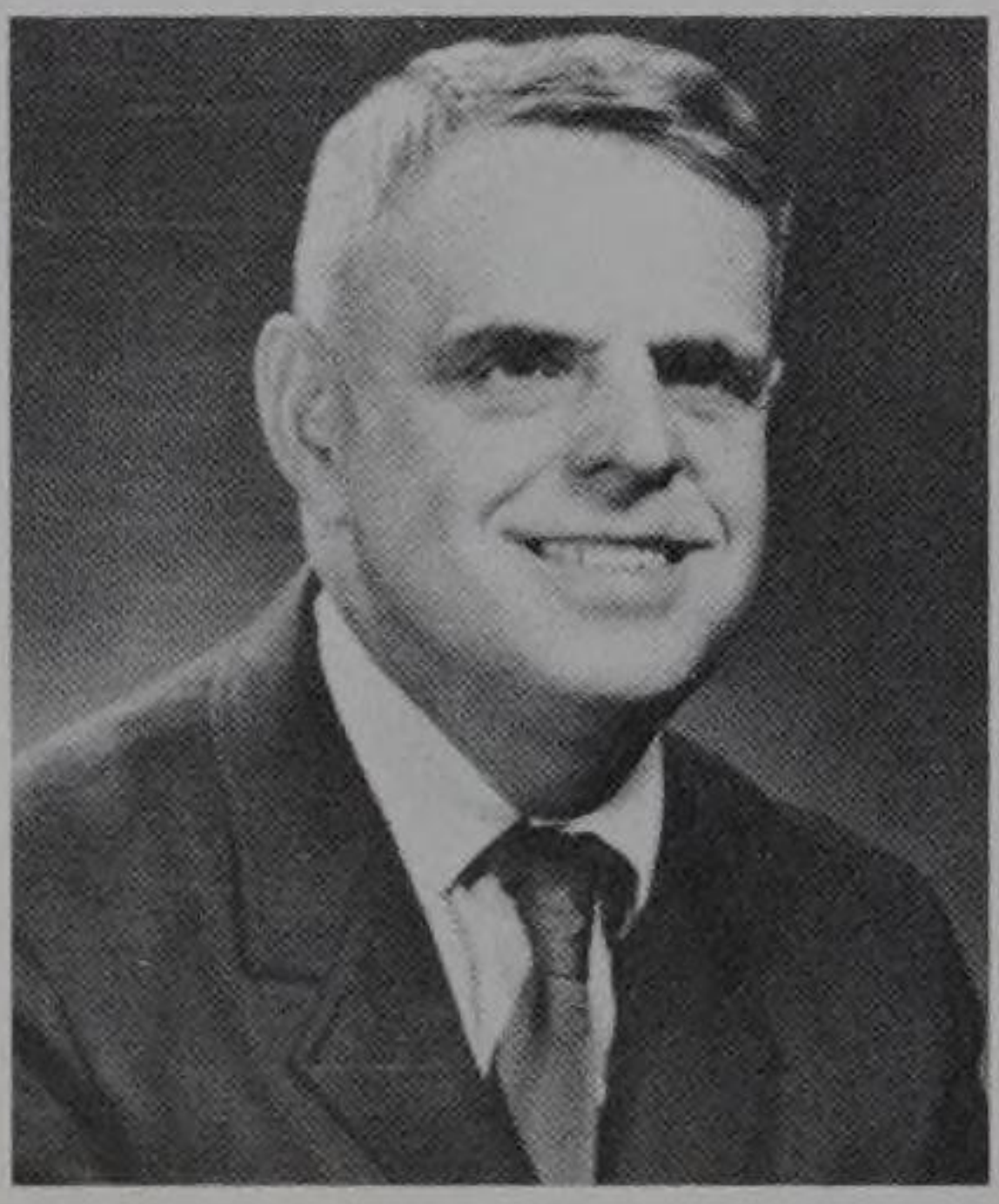
He remembers being on convoy escort duty along with the *Reuben James* (DD-245). The *Reuben James* was hit and sunk by German submarine wolf packs. They picked up the few who survived, possibly eight or ten, and later returned them to the U.S. Twenty two years later, while waiting in a store in San Pedro, CA, the store owner and he talked a while and discovered they had both recently retired from the service. Soon they were comparing times, events and were surprised to learn that they shared a common experience, the *Reuben James* disaster; he, as a survivor and Harry as one who helped rescue the few that could be saved. They were both astounded at the "chance in a million" coincidence and vowed to keep in touch but of course, never did.

Other memories are of two friends he had. He has wondered about them. And even now wonders how to locate them. Maybe someone can give him a lead. Their names are Ed Benton and "Hazel" Gleason. Called Gleason "Hazel" because that was his girl's name and he was always talking about her. They were in the 2nd Div. in 1939, 1940 and 1941. Would appreciate any information as to their whereabouts or status.

RAYMOND KANOFF, USS *South Dakota*. Put the USS *South Dakota* in commission and became a Pharmacist Mate First Class. Was the Corpsman assigned to take care of Capt. Gatch, the Commanding Officer of the USS *South Dakota* after his injury, causing him to lose the use of his left arm. Helped him exercise his arm, twice a day and he talked to Ray about the ship, the battles and the war.

Was transferred to the U.S. Marine Corps Base in San Diego, CA. Became a Chief Pharmacist Mate and was put in charge of the Base Pharmacy.

Left the Navy in 1946 and started college career, on and off for ten years.



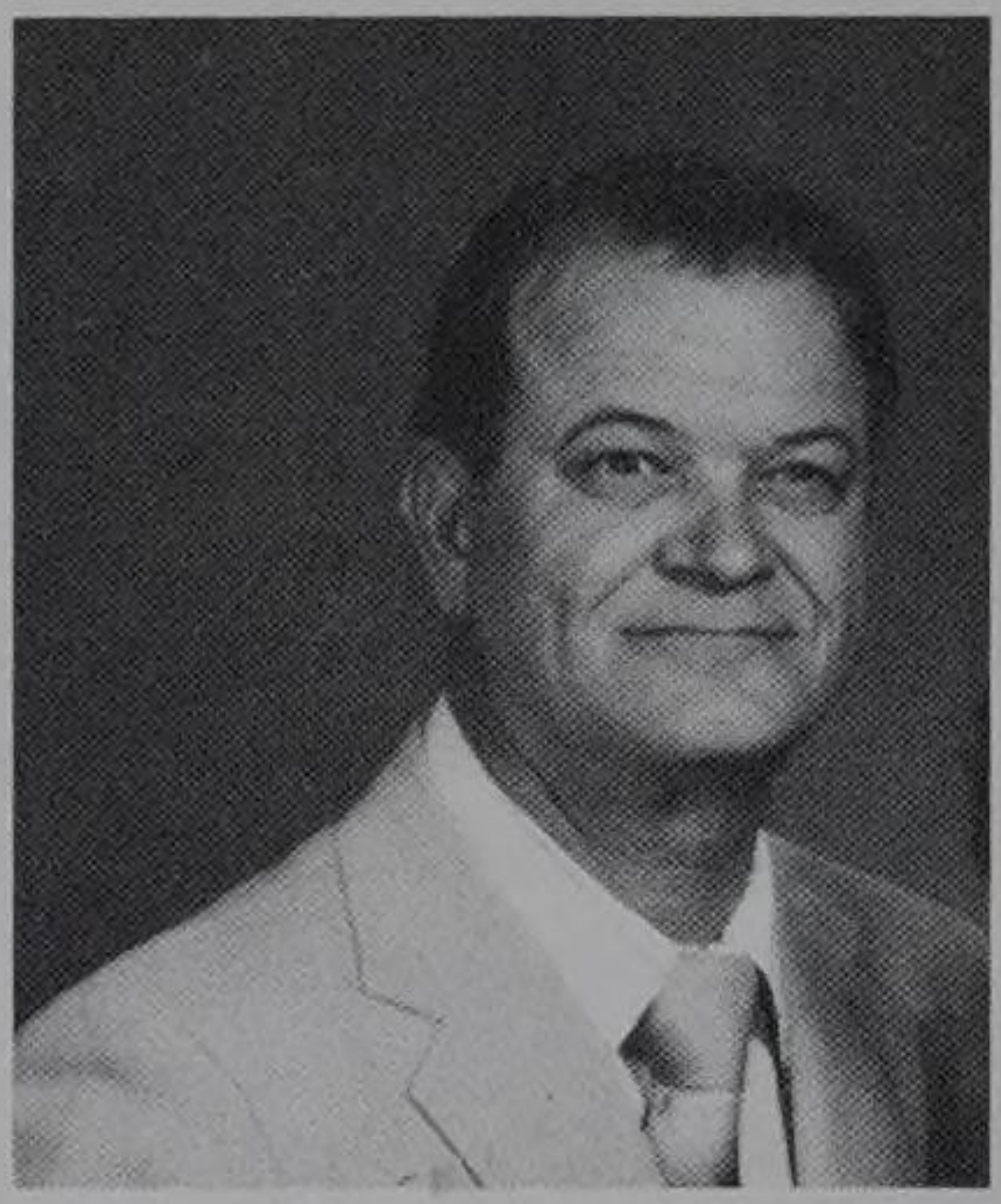
The U.S. Public Health Service made him a Chief Warrant Officer in a Federal Prison. After working the day or evening shift and going to college, received B.S.B.A. from the University of Denver. Two years later, received Masters Degree in Hospital Administration from Northwestern University in Chicago.

Since that time, he has worked as a Personnel Director, Hospital Administrator, Management Analyst and Chief Executive Officer of a Hospital.

After he attended the Dedication Ceremonies of the USS *South Dakota* Memorial, with the help of the other six crew members who attended and Capt. Gatch's family, he organized the First Reunion of the USS *South Dakota* in 1970. One hundred seventy five crew members and their families attended. With the help of the Battleship Memorial Committee, the Naval Reserve Unit and the City of Sioux Falls, they have had a reunion every two years since then. He is Executive Director of USS *South Dakota* Assn.

ROBERT J. KARCHER, SN, USS *Missouri* (BB-63), born April 21, 1929 in Findlay, OH. Enlisted in Navy April 30, 1946.

Was transferred from USS *Dayton* (CL-105) to USS *Missouri* Jan. 21, 1949. It was great being transferred because his brother and brother-in-law were also aboard. One of the nicest times in the Navy was taking liberty in different towns and countries with his brother Nick.



He was awarded the WWII Victory Medal. Also awarded American Area Commendation in connection with giving aid in saving the life of a fellow sailor, who fell overboard while docked in Panama.

Discharged Oct. 21, 1949.

He has four children and seven grandchildren. Retired July 1, 1981 from Continental Can Co. after 31 years. Has taken up wood carving of various pieces. Carved a five and one-half foot tall Indian from a log. He also restores old furniture.

NICHOLAS KARLOVICH, CSM, USS *Pennsylvania* (BB-38), born July 27, 1918 in Vintondale, PA. Enlisted in Navy Oct. 2, 1940.

Remembers attack on Pearl Harbor. Was discharged Dec. 2, 1946.

Nick is definitely a survivor. On Dec. 7, 1951, exactly ten years to the day of Pearl Harbor, Nick was in a car crash. So critically injured, he was not expected to live the night. Doctors put off all but the most immediate surgery to try and save him. But come morning, the doctors seeing he made it, gave them some hope. Later Nick said "If the Japs couldn't get him at Pearl Harbor, he sure as hell wasn't going to let a (Chevy) get him that close to home"! Besides, he said he had a wife and kids at home to take care of. It was a long painful recovery, he did not lose his leg, which was so bad they would have amputated that night but agreed to wait because they felt it would surely have killed him. Waiting not only saved his life but his leg as well. Dr. Gregory, Bone Specialist, South Side Hospital, Pittsburgh, PA, deserves the credit. Wonderful man.

Married Marjorie Ann Schlereth July 30, 1947. They have three children and eight grandchildren. Retired Nov. 10, 1972 as a clerk-supervisor for the Postal Service.

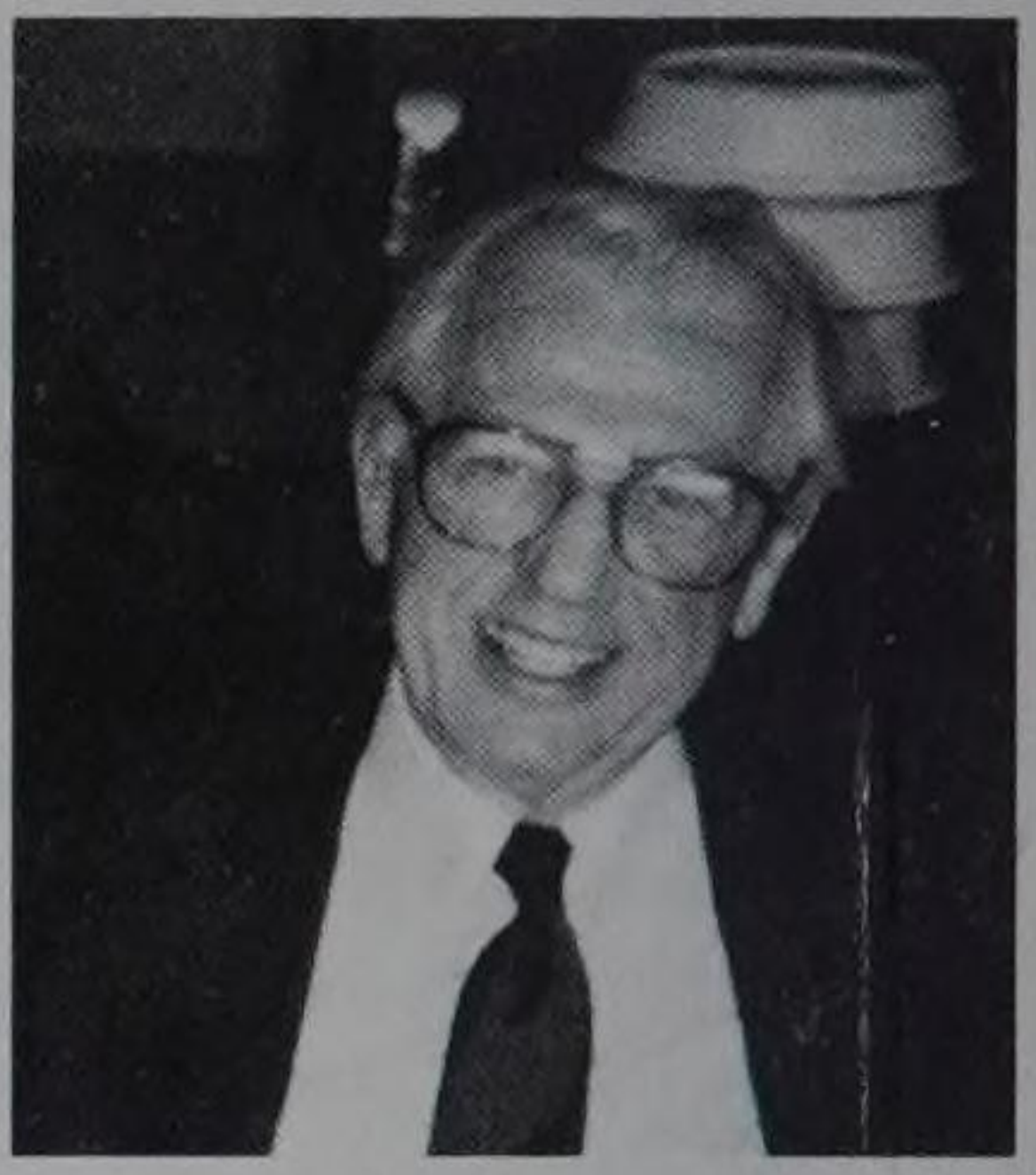
JESS KAUFMAN, SK 3/c, USS *South Dakota*, born June 12, 1920 in Brooklyn, NY. Received BS degree from New York University. Enlisted in Navy in 1941.

His memorable experiences are the battles of Santa Cruz and Savo. Was discharged Nov. 23, 1943.

Received the Purple Heart, Presidential Unit Citation, Navy Unit Citation and Conspicuous Service Medal - state of New York.

He is married and has three children and three grandchildren. He retired Jan. 28, 1981.

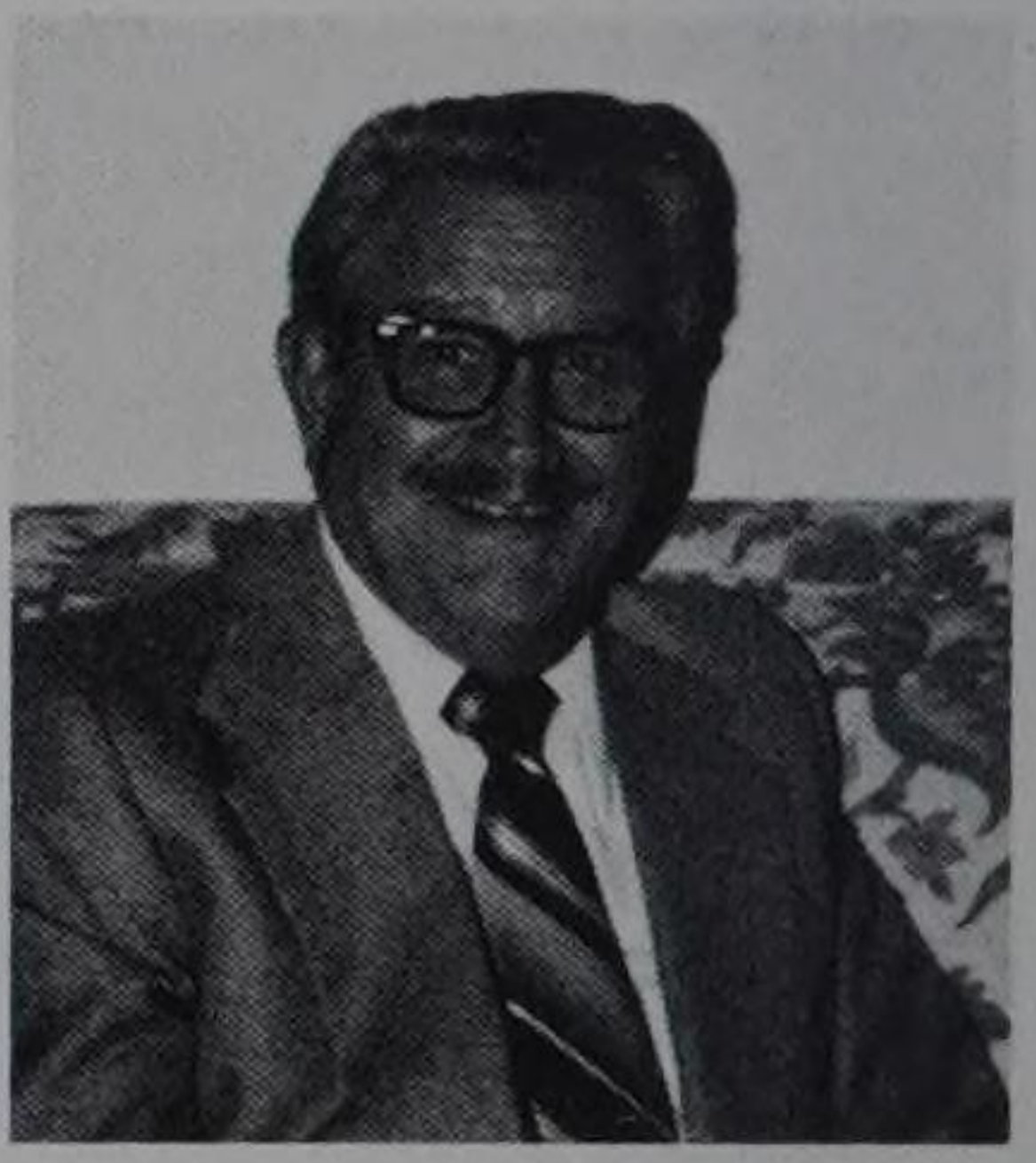
WALTER KAYSON, USS *Idaho* (BB-42), Fire Control Third Class, FC 3/c, born Rochester, NY. Attended elementary school, high school, and college in Rochester, NY.



Entered Navy 1943, attended recruit training Sampson, NY. Fire Control School, Newport, RI. Served aboard USS *Idaho* 1943-1945. Took part in following operations: Kwajalein, Eniwetok, Saipan, Tinian, Guam, Peleliu, Iwo Jima and Okinawa.

Upon discharge returned home to Rochester, NY. Employed by Eastman Kodak Co. Rochester, NY design and development engineering. Retired in 1983.

DONALD J. KIHNEMAN, USS *Idaho* (BB-42), HMC USN (Ret.), born Feb. 2, 1917 in Monroe, LA where he attended elementary and high school. Enlisted in the Navy Feb. 16, 1937 attending recruit training in Norfolk, VA and Hospital Corps School in San Diego, CA. Served at the U.S. Naval Hospital, Philadelphia, PA 1938-1940, USS *Idaho* 1940-1943, Receiving Barracks, Portland, OR 1943-1944, USS *Lubbock* (APA-197) 1944-1945, Naval Operating Base, Subic Bay, Philippines and PhilSeafron, Manila 1946-1947, U.S. Naval Station, Astoria, OR 1947-1951, Military Sea Transport Service, serving aboard several ships 1951-1953, U.S. Naval Dispensary, 50 Fell St., San Francisco, CA 1953-1955, USS *Knudson* (APD-101) 1955-1956, transferred to Naval Fleet Reserve August 1956.



Was aboard the USS *Idaho* when it took part in the Aleutian Campaign. While aboard the USS *Lubbock*, carried troops into Iwo Jima and Okinawa, then acted as an auxiliary hospital ship for the wounded. After being released from active military service he worked for Crocker National Bank, San Francisco, CA, retiring February 1982.

JAMES F. KILEY, USS *Arkansas* (BB-33), (the oldest battleship in service during WWII), Electrician's Mate 3rd Class, born Sept. 22, 1924 in Pittsfield, MA. Attended elementary school at St. John's in Newton, MA and entered the Navy immediately upon graduating from Williams High School, Stockbridge, MA, June 1943. Received Naval training at Sampson, NY and was based at Norfolk, VA.

Did convoy duty to Northern Ireland from October 1943 to February 1944; participated in the invasion of Normandy (D-Day) June 6-18, 1944 and the invasion of Cherbourg Peninsula on June 25, 1944.

After successful ventures in the Atlantic the *Arkansas* was sent to the Pacific where they participated in the bombardment of Iwo Jima, Kerama Ritto and Okinawa from February 16 - May 10, 1945. From June 15 - 20 stood by in San Pedro Bay, Philippines, in readiness to go to Japan.

Medals earned by all the crew were WWII Victory Medal, American Theatre Medal, European-African Middle Eastern Theatre Medal (two Stars), Philippines Liberation Medal, and Asiatic-Pacific Theatre Medal (three Stars).

Following discharge on March 11, 1946, returned to Stockbridge where he worked as an electrician until the fall of 1949. Then he took a job as foreman of maintenance at Tanglewood, summer home of the Boston Symphony Orchestra in Lenox, MA. In 1969, became Facilities Manager and has been instrumental in making the Tanglewood lawns and grounds almost as famous as its music.

ELMO W. KING, Seaman 1/c, USS *Tennessee*, born Oct. 25, 1924.

Participated in the Coral Sea Battle, Battle of Midway, landing on Guadalcanal, bombardment of Kiska, Tarawa, Roi, Eniwetok, Admiralty, Saipan, Tinian Islands, Guam, Tinian, Angaur Islands, West Caroline Islands, Leyte Island, Surigao Strait, Iwo Jima and Okinawa.

Served last six months of war on USS *Kula Gulf*. Discharged Dec. 7, 1945.

Worked for the railroad as brakeman for 25 years. General contracted for 15 years. Now retired and living on lake in Arkansas.

Glad to have been a part of turret 2 and the 2nd Div.

JAMES L. KING, YNT 3, USS *Arkansas*, born July 19, 1924 in Petersburg, VA. Received BS in Business Adm. from College of William and Mary. Enlisted in Navy June 1943.

Was stationed at Sampson Naval Base. Released from Navy April 1946. Recalled to duty August 1950. Served in 5th Naval District HQ in Norfolk, VA. Discharged November 1951.

Married Sept. 1, 1947. Has two children and one grandchild. He works as a manufacturer's representative.

CHARLES EDWARD KISSEE, Sr. Chief Petty Officer, born June 10, 1921 in New Castle, IN. Enlisted in Navy Sept. 26, 1939. Boot camp at Newport, RI. Attended Commissary Stewart School at San Diego, CA. Served on USS *Arkansas*, USS *North Carolina* and USS LST-802.

Remembers bombardment of Guadalcanal and seeing USS *Wasp* torpedoed just before the *North Carolina* was hit.

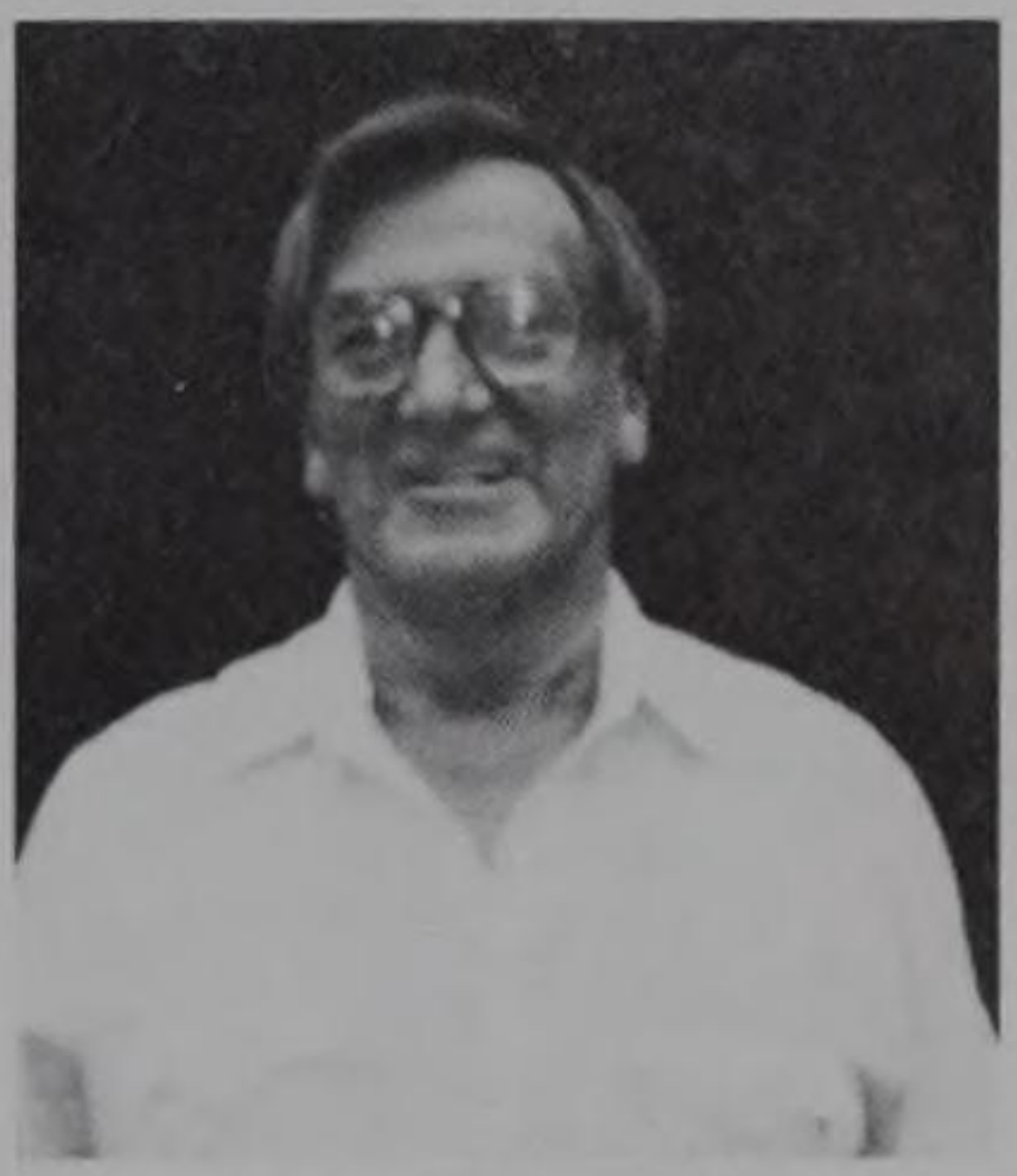
Discharged Nov. 15, 1945. Re-enlisted USNR January 1946. Served on various Naval reserve ships and stations. Returned to active duty as a TEMAC Recruiter April 1962. Went into Fleet Reserve June 1, 1976 and retired July 1, 1976.

Received following medals and ribbons: Secretary of Navy Accommodation, Navy Good Conduct w/four Stars, Naval Reserve Good Conduct, American Defense Service Medal w/four Stars, American Theater, Asiatic-Pacific Campaign w/nine Stars, Navy Occupation (Fleet), Philippines Liberation, Philippines Presidential Unit Citation, National Defense Service Ribbon, American Campaign Medal and WWII Victory Medal.

Married June 10, 1944. Has three children, eight grandchildren and one great-grandchild.

EARL DENTON KISSINGER, SR., BM 2/c, USS *Mississippi* (BB-41), born April 25, 1924 in Reading, PA. Enlisted in Navy July 1941. Six weeks at Newport, RI.

Remembers battle at Leyte Gulf with Tap Fleet. Also served aboard USS *Tarawa*. Was discharged in 1947.



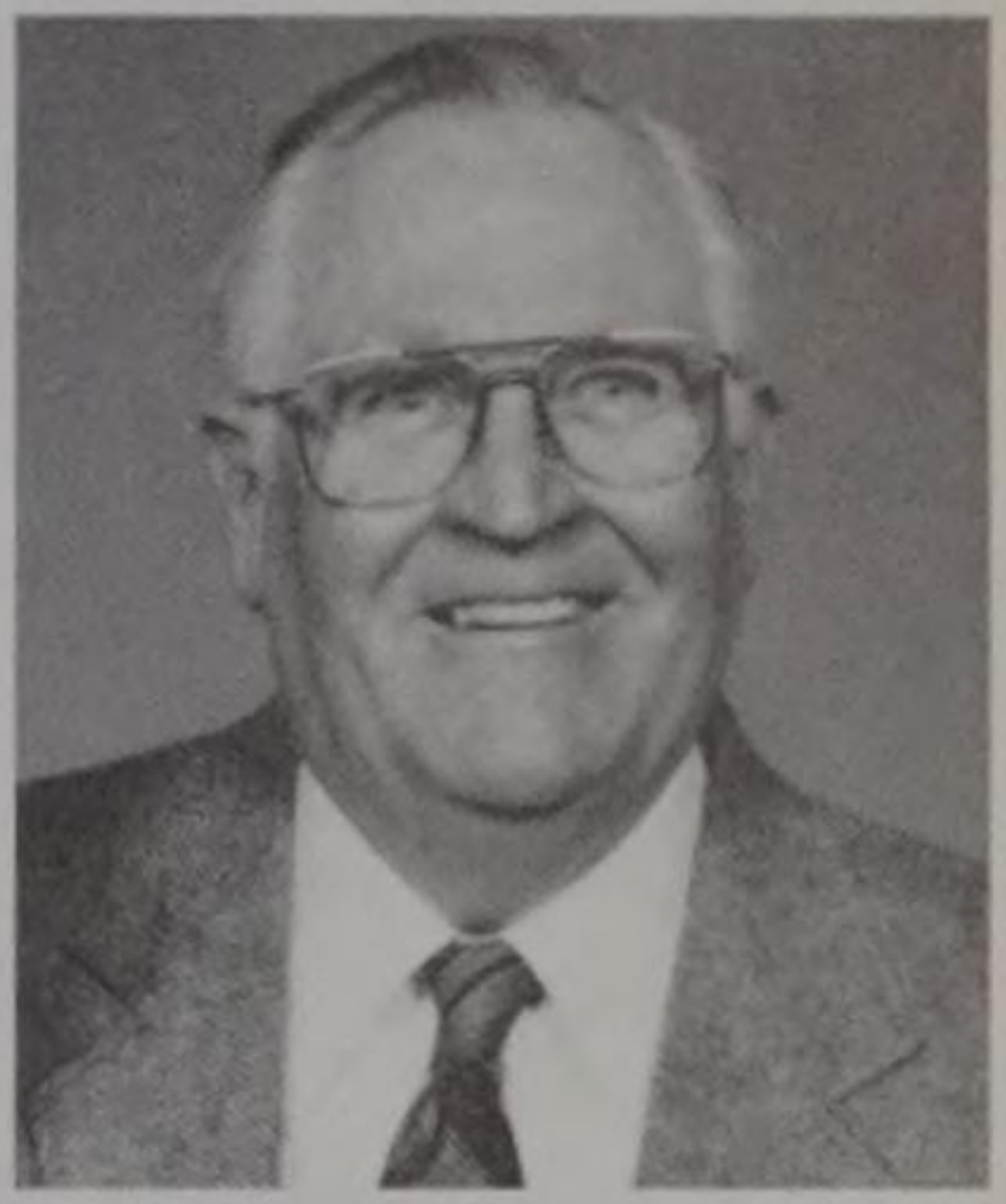
Married Arlene A. Kissinger in 1946. They have four children and six grandchildren. Retired Jan. 31, 1989 from Firestone and Oxy.

PAUL O. KLEIN, Lt. Cmdr., USS *Pennsylvania*, born July 12, 1916 in North Dakota. Enlisted in Navy August 1940. Stationed in South Pacific.

Received the Fleet Commendation Ribbon and Unit Navy Citation and 13 Battle Stars. Discharged Feb. 17, 1946.

Married Jane Chloupek June 28, 1942. They have two children and two grandchildren. Retired April 1982.

KENNETH P. KLOPPENBORG, USS *South Dakota* (BB-57), Storekeeper 1/c, and USS *Maryland* (BB-46), Lt. (jg), born June 6, 1920 in North Tonawanda, NY, attended elementary school in Jamestown, NY and high school at Fosdick-Masten Park High School in Buffalo, NY. Received B.S. from the University of Buffalo and attended Princeton University while in the Navy. Enlisted in the Navy October 1941 and had recruit training at Newport, RI. As a Storekeeper, was assigned to the outfitting detail for the USS *South Dakota* while she was under construction at Camden, NJ. Remained aboard as a crew member from her commissioning in 1942 until 1944. During this period "Old Nameless", as she was referred to by the news medium, engaged in battles at Santa Cruz (shot down 32 enemy planes) and Guadalcanal (sank three ships). She also participated in the recapturing of many South Pacific islands from the Japanese. The USS *South Dakota* also had a period of operation with the British Navy in the Atlantic (out of Scapa Flow). The hope was an engagement with the German battleship *"Tirpitz"*. This challenge was never accepted. When commissioned an Ensign in April 1944, was reassigned to the USS *Maryland* and served as a C.W.O., Radio Officer, and the Custodian of Registered Publications aboard. While on the USS *Maryland*, were struck twice by kamikazes: once in Leyte Gulf in the Philippines and once at Okinawa, Japan.



Was separated from active duty in November 1945 and returned home to Buffalo and to college. Was listed in Who's Who in Finance and Industry while employed for 36 years, the last 16 years as manager of the purchasing department, at the Niagara Machine and Tool Works. He is now enjoying life in Clarence, NY after retiring in 1983.

ROBERT L. KLUTTZ, S 1/c, USS *Wisconsin* (BB-64), born Oct. 12, 1925 in Salisbury, NC. Enlisted in Navy Dec. 21, 1943. Basic training in Bainbridge, MD.

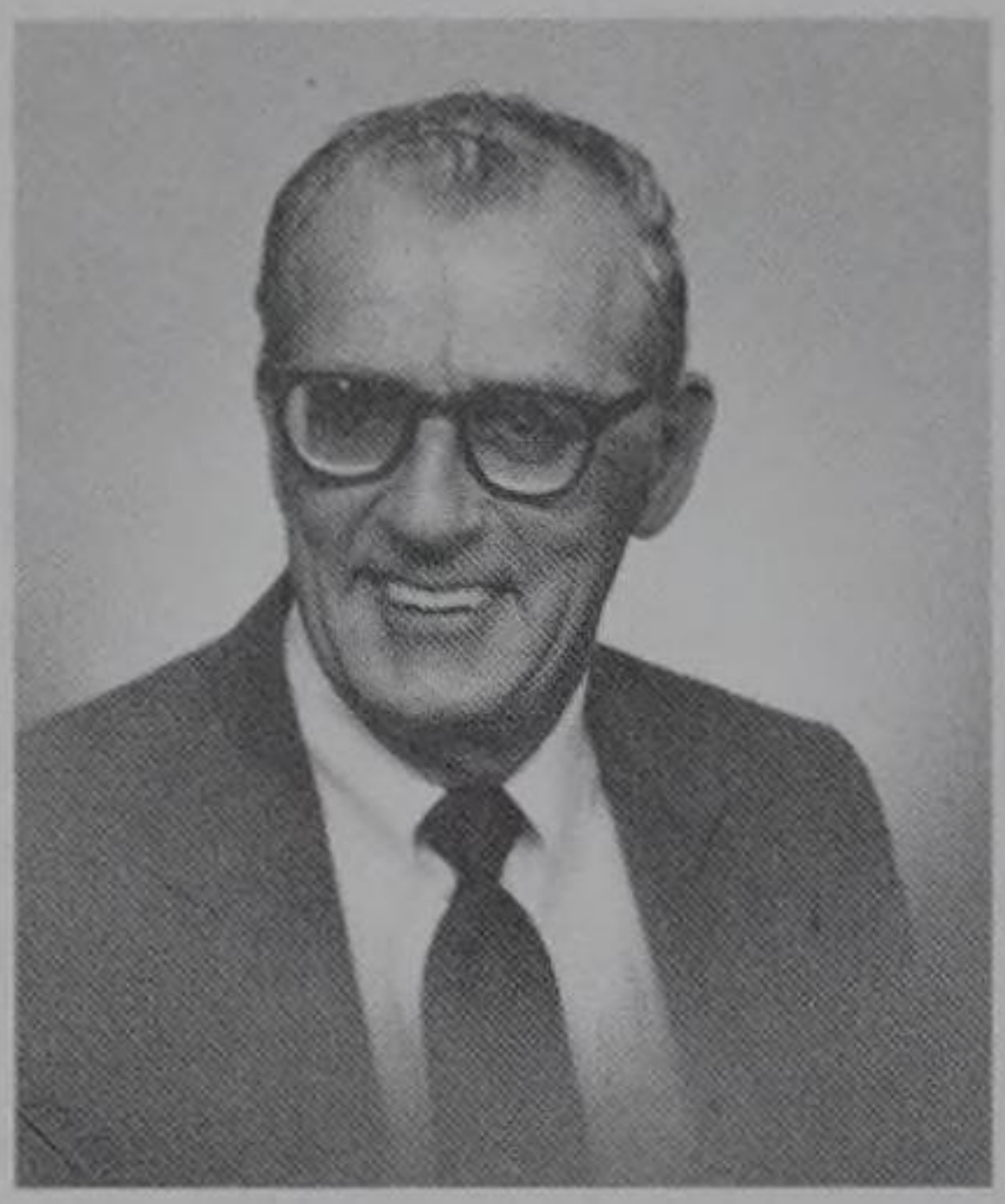
Assigned to USS *Wisconsin* in Philadelphia. He is a plank owner. May 1944 went to South Pacific and stayed there until Peace Treaty was signed in Tokyo Bay. Was in FM Div., Fire Control Main Btry. assigned to plotting room for 16" guns as computer operator. Discharged December 1946.

Received the following medals: American Area, Asiatic-Pacific w/ten Stars, Philippines Liberation w/one Star, Victory Medal and WWII Medal.

Retired from Armour Foods after 40 years.

GORDON ALWYN KNAPP, USS *North Carolina* (BB-55), born in Afton, NY, graduated high school and did two years of post-graduate study in business. He attended State University of New York in Binghamton, NY receiving his degree in Electricity and Electronics. He did graduate studies in Physics at Utica College.

Joining the U.S. Navy, he took boot training at the Sampson Naval Training Center and assigned to the USS *North Carolina*, in Fire Control. Selected for duty in the EX-Office, he became Y3 and the Separation Yeoman. Honorably discharged in 1946, he holds the Good Conduct Medal, the WWII Victory Medal and a Commendation Ribbon.



His service in the U.S. Navy is filled with many wonderful memories aboard the USS *North Carolina*, the Showboat. Had often dreamed of shipboard duty and how vivid are the footsteps as he boarded this great Lady. Was particularly privileged to serve under Cmdr. A.A. (Bull) Ovrom in the EX-Office where all the enlisted crew's personal records are handled - receiving to separation.

And finally, when it came time to leave the Navy, he did something that few get to do. He prepared his own separation papers from the great Lady!

Gordon retired from the General Electric Company in 1989 having worked 37 years. Active in both national and international documentation standards, he represented the U.S. in 1968 in Germany and in 1969 in Iran.

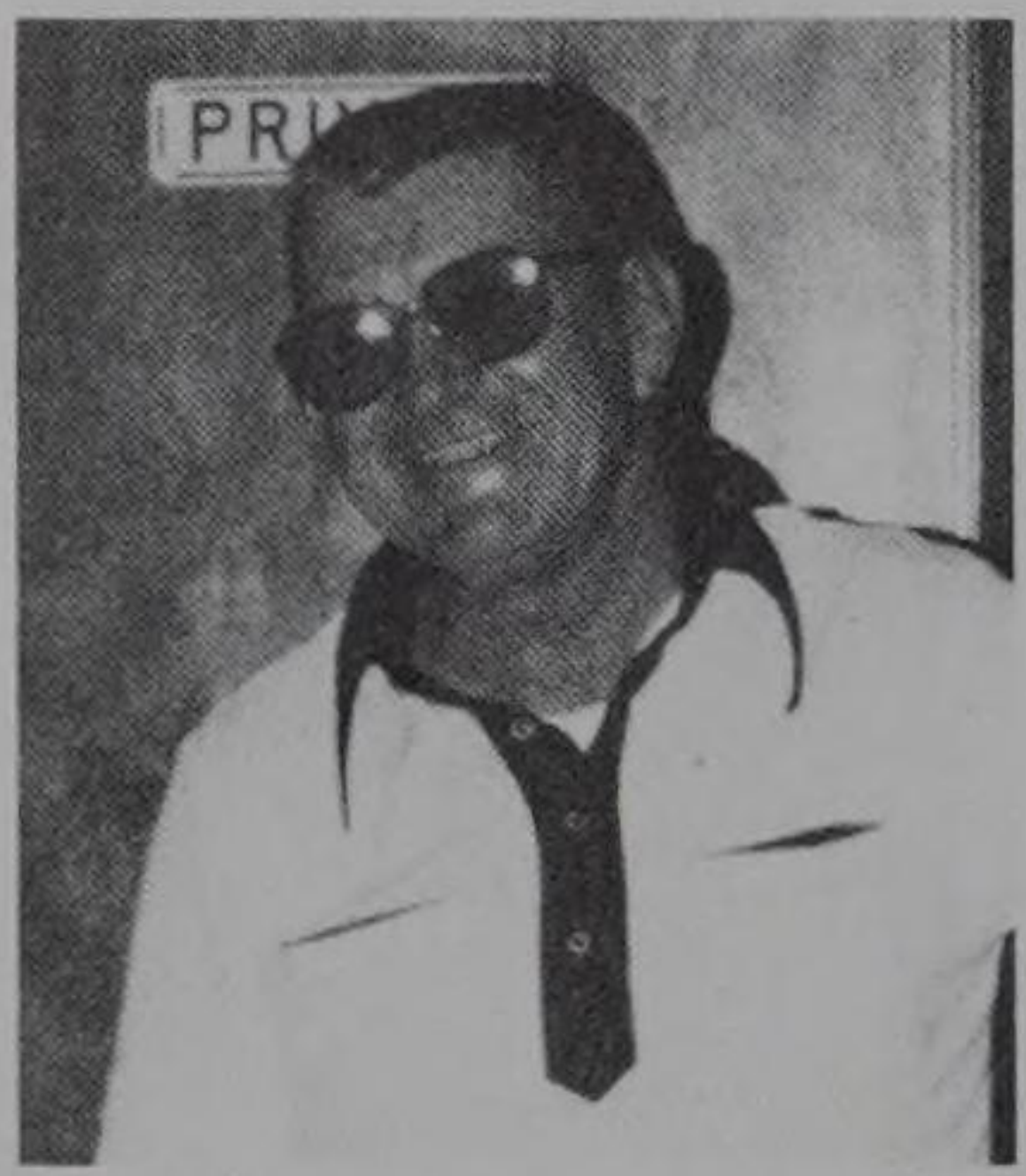
Gordon is active in Scouting and has received the Silver Beaver Medal, the St. George Award, Vigil Honors, and the Order of the Arrow Distinguished Service Award.

Gordon is a member of the USS *North Carolina* Battleship Assn. and the American Battleship Assn. His hobbies include stamp collecting and ship cancellations. He is a member of the Universal Ship Cancellation Society.

Gordon married Elizabeth L. Badger. They have three children, James, Donald, and Joanne.

RUSSELL KNIPPER, USS *Tennessee*, enlisted in Navy October 1943. Boot camp at Farragut, ID.

Assigned to *Tennessee* December 1943. Was aboard during all operations after Tarawa. Left ship in Philadelphia for discharge at Great Lakes, IL.



After discharge worked for railroad fabrications shop and finished education. Retired after 34 years as plant manager.

Active in V.F.W. Serving second term as commander. Plays a lot of golf and does a lot of fishing. He has two sons, one daughter and eight grandchildren.

CLIFFORD H. KNUDSEN, USS *New Jersey* (BB-62), Boiler Tender, first class, born May 17, 1921 in Manhattan.

Recalled to active duty 1950, recommissioned and served on the USS *New Jersey* (BB-62) commencing shore bombardment in Korea. Relieved from Korea (losing only one life in Wonsan Harbor) and returned to Norfolk, VA in 1952. Authorized to wear the Korean Service Ribbon with one Star. Honorable discharge June 3, 1953.

Enlisted in the United States Navy in Providence, RI in 1942. Completed recruit training in Newport, RI. Served on the USS *Denver* (CL-58) 1942-1946. Cruiser in the South Pacific during WWII. Ship was shelled, torpedoed and bombed. Ship was decommissioned in the Philadelphia Navy Yard in 1946. Earned the American Area, WWII Victory, Good Conduct, Asiatic Pacific, Philippines Liberation Navy Unit Commendation and the Japanese Occupation.

Served on the USS *Kline* (APD-120) and the USS *Hopping* (APD-51) during 1946-1947. Served on the USS *Corry* (DD-817) during 1947-1948. Honorable discharge Sept. 2, 1948.

Was married in 1952 and moved to Alligerville with his wife. They have five children, eight granddaughters and one grandson. He is considering retirement from supervisory position with the Ulster County Department of Public Works. Also constructs sets used in television commercials.

He is an active member of the V.F.W. Post 8959, a member of the American Legion, Alligerville Fire Company, the USS *Denver* Reunion Assn. and the USS *New Jersey* Reunion Assn. Enjoys traveling throughout our great country, his family and telling his Army son-in-laws what they missed on the high seas.

LEON C. KOLB, WO, USNR (Ret.), born May 22, 1918 in Spencer, OK. Enlisted in Navy June 12, 1936. Attended recruit training in San Diego, CA.

Served aboard USS *Texas* (October 1936-June 1937), USS *Oklahoma* (June 1937-Dec. 7, 1941), stationed in #1 14" gun turret as gunners mate 2/c at time ship was sunk at Pearl Harbor, USS *Balch* (DD-363) (December 1942-March 1942), USS *Massachusetts* and USS *Saint Paul* (March 1946-August 1946).

Participated in following battles: Marshall Islands, Wake Island, Marcus Island, Casablanca, Gilbert Islands, New Guinea, Liberation of Philippine Islands, Okinawa and attack on Japan.

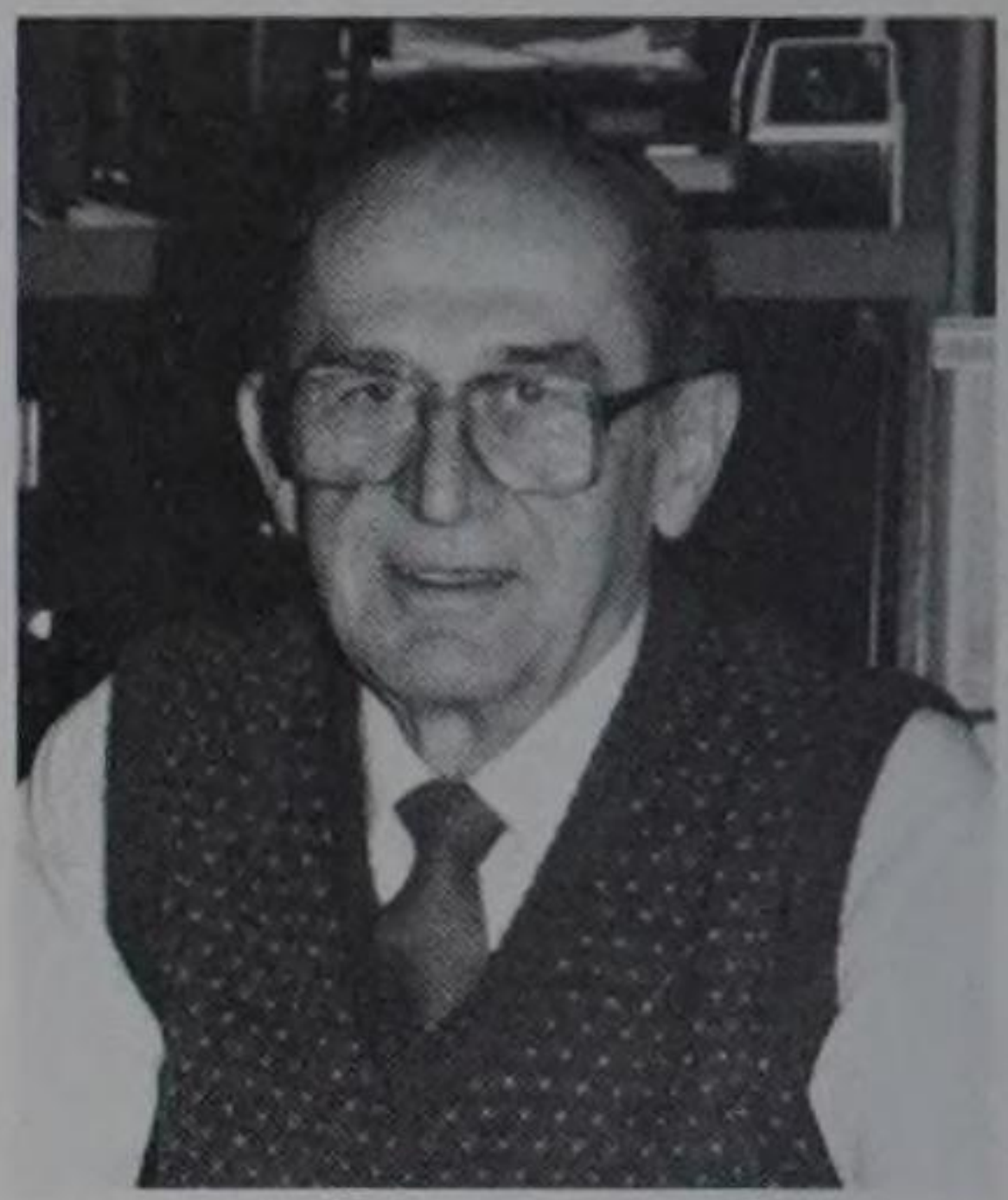
Awarded following medals: European-African Middle Eastern, Service Ribbon w/one Star, American Area Service Ribbon w/Fleet Clasp, Asiatic-Pacific Area w/two Silver and one Bronze Star, Philippines Liberation Ribbon w/two Bronze Stars, WWII Victory Medal w/one Bronze Star and Philippines Presidential Unit Citation.

Discharged August 1946. Joined USNR. Retired from USNR 1955.

Married to Lucille. They have one son, one daughter, five grandchildren and four great-grandchildren. Retired after 26 years with Los Angeles Fire Dept. Now a semi-retired electrical contractor.

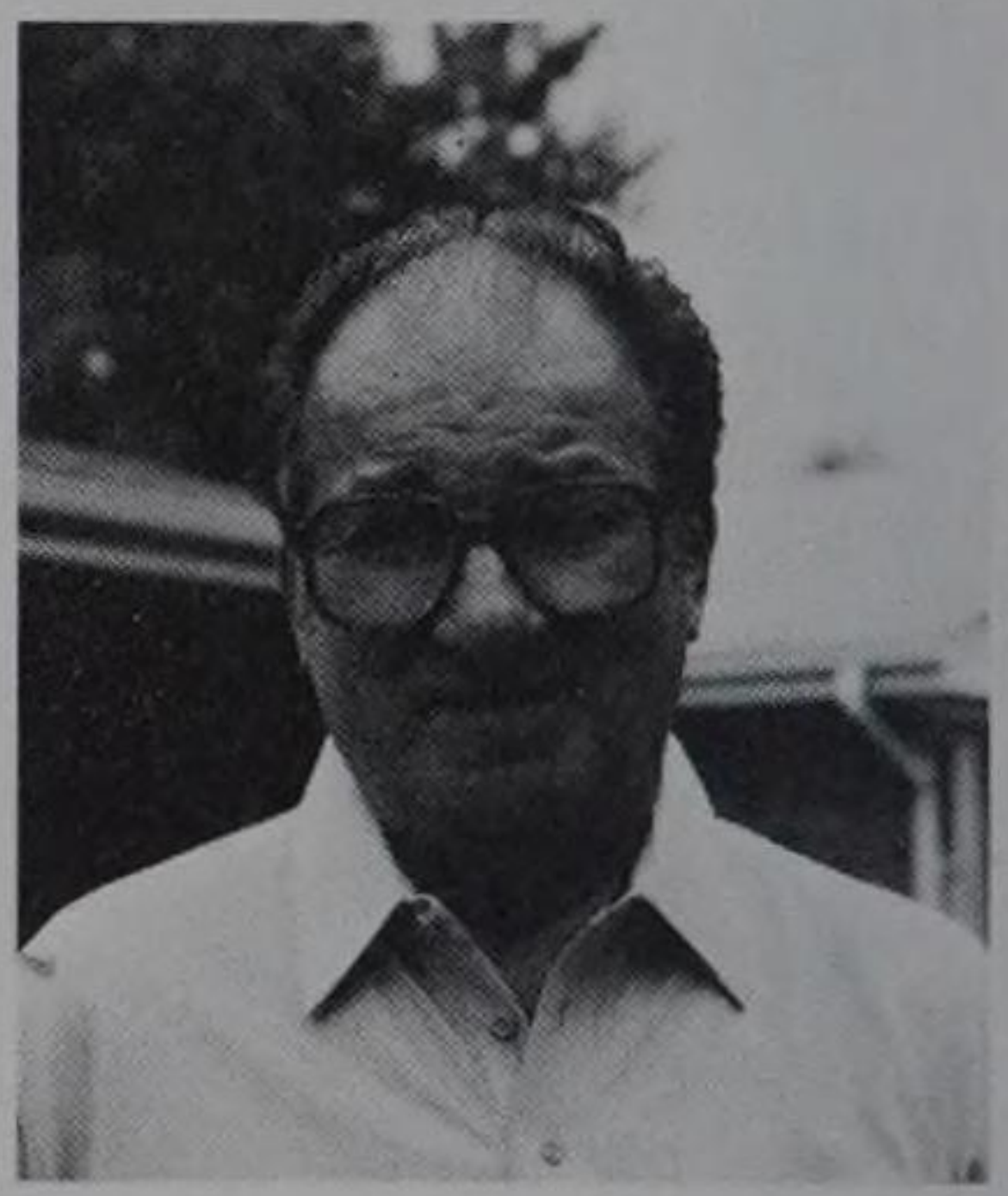
WALTER F. KOPACZ, SC 3/c, USS *Idaho*, born July 7, 1926 at Newark, NJ. Enlisted in Navy Sept. 23, 1943.

He was stationed at U.S. Naval Gun Factory at Washington, D.C. Also served on USS LCI(G) 346. Discharged Nov. 15, 1947.



He married Dec. 31, 1947. Has three children and five grandchildren. Retired July 1, 1990 as a maintenance supervisor.

CLARENCE M. KORBUS, S 1/c, USS *North Carolina* (BB-55), 5th Div., was inducted into the Armed Forces April 17, 1943 and discharged Jan. 20, 1946. Sent to Great Lakes N.T.C. for boot training. After serving six weeks in boot camp was sent to New York Navy Yard to board the USS *Sepulga* Oil Tanker for trip to Pearl Harbor at which time he boarded the USS *North Carolina*. While on board took part in the following combat missions: Solomons Campaign 1943, Recovery of Gilbert Island November/December 1943, Bombardment of Nauru Island Dec. 8, 1943, Invasion of Marshall Islands, January/February 1944, Bombardment of Roi and Namur Islands Kwajalein Atoll Jan. 29-30, 1944, New Guinea Operations April 1944, Bombardment of Ponape Islands May 1, 1944, Marianas Campaign June 1944, Bombardment of Saipan June 13, 1944, Battle of Philippine Sea June 19-20, 1944, Philippines Campaign November 1944 and January 1945, South China Sea Foray Jan. 10 & 20, 1945, Bombardment of Iwo Jima Feb. 19 & 22, 1945, Okinawa Campaign March and April 1945, Bombardment of Okinawa March 24, 1945, Bombardment of Hitachi Industrial Complex Honshu Japan July 17-18, 1945, BB-55 anchors in Tokyo Bay Sept. 5, 1945.



On October 17 the *North Carolina* arrived at Boston at which time he was disembarked and sent to Great Lakes Training Center. Was processed and Honorably discharged.

He is now retired from trade as a carpenter of 42 years. He has a wonderful wife of 40 years, Dorothy, a son, Gary, a daughter, Linda, and a granddaughter, Kelly.

DEAN RICHARD KREEK, MUS 2/c, USS *Nevada* (BB-36), born July 10, 1922, in Oregon, MO. Graduated from Oregon High School May 15, 1940. On July 31 joined the U.S. Navy for six years. After boot camp at the Great Lakes Naval Training Center, was sent to the Fleet School of Music U.S. Destroyer Base, San Diego, CA. Graduated Feb. 28, 1941 and on April 17 boarded the USS *Nevada* as a member of the ship's band. At Pearl Harbor on December 7, the *Nevada* was the "duty" ship, and the band, under the baton of Mus. 1st O.L. McMillan, played "colors" at

08:00. They had seen planes dropping bombs on Ford Island and torpedo planes attacking the *Oklahoma*, but when it was time to play "colors" they played! After this they went to their battle stations.

On December 8, the band was transferred ashore.

On March 1, 1943, was transferred to the USS *New Mexico* (BB-40) band. On December 9, was sent back to the States to the Pensacola Naval Air Station, Bronson Field, and Barin Field at Foley, AL. Met his wife at an U.S.O. dance at Foley and they were married in 1948. They have three wonderful children and two beautiful grandchildren.

He is a charter member of the Kansas City, MO Pearl Harbor Survivors Assn., USS *Ward* Chapter 2, Missouri.

CHESTER KRZYZANOWSKI, (Ski), Coxswain 11th Div., USS *Missouri*, entered the Navy April 1943 and discharged October 1945.

First assignment was on the Coastal Minelayer CM 9 USS *Monadnock*, serving ten months on her. Just to look at her, he thought she would sink from fright but they turned to and did their job.

April 1944 was transferred and lucky him, 30 days delayed orders to get to Pier 92 New York from Frisco.

The latter part of May reported to Brooklyn Navy Yard and the USS *Missouri*. Shortly thereafter, she shifted over to Bayonne, NJ for radar installation. Being married at the time, nothing could have been better because Bayonne was his home town.

After July and August sea trials and shakedown, minor repairs and on to the west coast. While on the west coast they received a boat that they used on most occasions. Some magazines and books describe her as a dinghy, which the boat was not. It was a re-arming barge which was used for arming bombs underneath a P B Y and of course they moved the four racks that carried the bombs. This boat was used on the morning of the surrender to pick up the foreign minister of Japan, two emissaries and two high ranking officers. If memory serves him correctly, they were either on the destroyer *Lansdowne* or the *Nicholas*.

On another occasion, when they were hit by a low flying kamikaze, he was quad captain up on director 11 and you could see him bending down, watching the plane come in. Cease fire was given about five seconds before he hit, otherwise they would be shooting at their own ships in the group.

He experienced the days when the USS *Franklin* (13) and the USS *Intrepid* (11) were hit and witnessed many Sailors and Marines being killed.

If he ever had to do it all over again it would be the good old United States Navy.

MICHAEL J. KUSH, Chief Petty Officer, born in Berkshire Hills, MA.

Served aboard USS *Florida*, USS *Wyoming* and USS *Arizona*.

Managed to sneak a ride on one of earliest open cockpit planes and was aboard one of first Naval vessels to pass through the Panama Canal.

He was decorated for hitting the beach in a bayonet charge by the Blue Jackets off the USS *Florida* during Mexican Insurrection of 1914 at Vera Cruz.

Deceased Jan. 2, 1989. Survived by one son and one grandson.

HAROLD C. LACY, RM 1/c, USN, Nov. 22, 1940 to Oct. 6, 1945, served aboard the USS *Tennessee* (BB-43), USS *Maryland* (BB-46), USS *Colorado*, and USS *West Virginia*.

Born Nov. 18, 1923 at Moville, IA. Battleship Sailor from Jan. 6, 1941 to March 18, 1945. Served aboard USS *Tennessee* from Jan. 6, 1941 to May 25, 1944 from Apprentice Seaman to Radioman First Class. Transferred to Staff of Commander Battleship Div. 4 as Radioman in Charge of Flag Communications. Served in the Admirals Staff aboard the USS *Maryland*, USS *Colorado*, and USS *West Virginia*.

Received following medals: U.S. Navy Good Conduct Medal, American Defense Service Medal with Fleet Clasp, American Campaign Medal, Asiatic Pacific Campaign Medal with one Silver Star and three Bronze Stars (eight Campaigns), WWII Victory Medal, Navy Unit Commendation Ribbon Bar, Philippines Liberation Ribbon with two Bronze Stars, and Philippines Presidential Unit Citation.

The most unusual incident in enlistment was the transfer of the Admirals Staff from the USS *Maryland* to the destroyer USS *Saufley* at sea by breeches buoy. This transfer was made the day after the USS *Maryland* had been torpedoed at Saipan and was enroute to Pearl Harbor for repairs. The USS *Saufley* returned the entire Admiral's Staff to the USS *Colorado* which became the temporary flagship for Battleship Div. 4.

After discharged, attended the University of Portland and Oregon State University, receiving degree in Civil Engineering in 1949. Has been married for 43 years and they have five children and eight grandchildren. Currently engaged in the Civil Engineering and Land Surveying Practice with son Paul Lacy in Vancouver, WA.

ASA L. LAKEY, BM 1/c, USS *Pennsylvania* (BB-38), born Oct. 17, 1923 in Burney, CA. Enlisted in Navy Nov. 18, 1941.

Went aboard *Pennsylvania* on New Year's Eve at Pier 7 in San Francisco. Served for five years as a member of the F Div.

The history of the *Pennsylvania* speaks for itself. He can't add more.

CLIFFORD STANLEY LAMBERT, Machinists Mate Second Class, SV6USNR, USS *South Dakota*, born Oct. 29, 1914, in Marceline, MO. Entered active service on Aug. 3, 1943.

Vessels and stations served on: N.R.S. Kansas City, MO, N.T.S. Farragut, ID, N.P.D.C. Pleasantion, CA, R.S. Neumea FA by Comservron South Pacific and USS *South Dakota* R.S. armory Chicago, IL.

Medals and awards received: Asiatic Pacific w/ eight Stars, American Area, Victory Medal, and Philippines Liberation w/two Stars.

Discharged from the U.S. Naval Personnel Separation Center Feb. 22, 1946. Married on April 20, 1952 and has two daughters and two grandchildren. In 1976, retired with 22 years with TWA as a metal mechanic. His wife and he enjoy their retirement by doing lots of traveling.

FRANCIS W. LAMORGE, USS *Maryland* (BB-46), YNT 3/c, "A" Div., born Dec. 30, 1925 in Providence, RI. Graduated from St. Michael's Junior High and LaSalle Academy in Providence, RI. Enlisted in the Navy Jan. 28, 1944 and sent to USNTS Sampson, NY and then to USNTS Newport, RI. After boot training was sent to NAV Personnel Distribution Center in California for assignment to duty aboard the USS *Maryland* (BB-46) which was at Pearl Harbor following a complete overhaul and new guns at the U.S. Naval Shipyard, Bremerton, WA. Spent entire time in the Navy aboard the USS *Maryland* (BB-46) after boot camp.

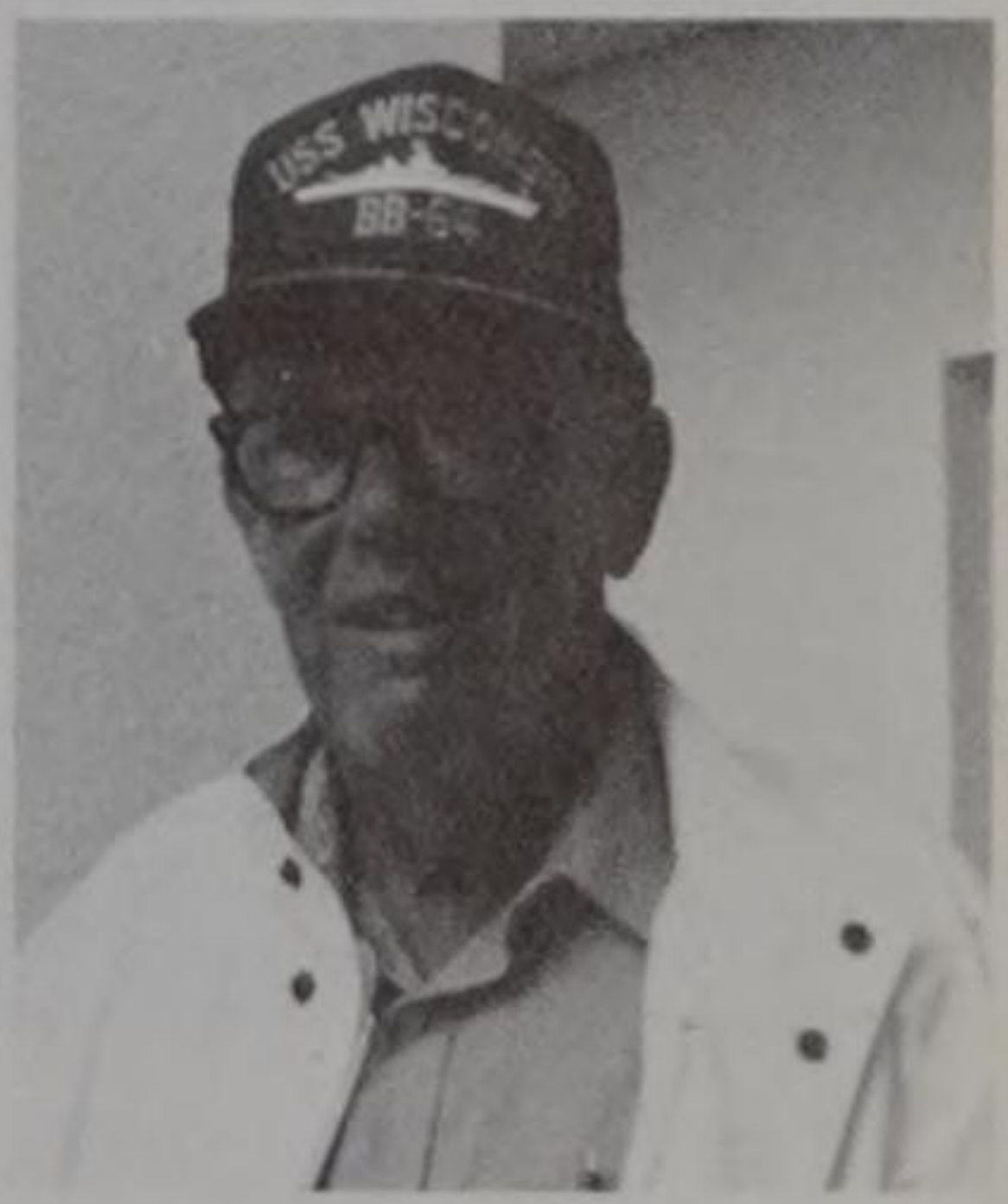
While stationed aboard the Flagship USS *Maryland* (BB-46), took part in the following combat operations: Saipan, Palau, Leyte Gulf, Surigao Straits, and Okinawa. When the USS *Maryland* (BB-46) arrived at Bremerton Naval Shipyard, WA in 1946, was discharged in June 1946 and returned to home in Providence, RI.

After returning home from the service, attended Providence College, graduating in 1951 and attended Boston College Graduate School in 1951-1952 at Chestnut Hill, MA.

Married Pauline L. Vanasee Feb. 16, 1957. They have one son.

He is retiring from the U.S. Forest Service on Dec. 30, 1989 after completing 36 years of Federal Service.

JOSEPH HEYDON LAMPE, USS *Wisconsin* (BB-64), CDR, CHC, USN, born of missionary parents Syen Chun, Korea. Military service July 3, 1943-Jan. 4, 1946 and June 30, 1948-July 1, 1966.



Received following medals: Bronze Star - Service in Korea, Navy Service - WWII, Pacific Theatre w/two Stars, WWII Victory, China Occupation, Asian Occupation Service, American Theatre, National Defense, Korean Service (Marines) w/two Stars and United Nations Service - Korea.

Served aboard USS *Wisconsin* (BB-64) June 6, 1957 until March 8, 1958, when he took part in the decommissioning service.

KENNETH F. LANDRY, GM 1/c, USS *North Carolina*, born Nov. 7, 1922 in Millbury, MA. Enlisted in Navy Jan. 28, 1941. NTS Newport, RI.

Received following awards: American Defense Ribbon, American Area Ribbon, Asiatic-Pacific Area Ribbon w/three Silver Stars, Philippines Liberation

Ribbon w/one Bronze Star, Philippines Presidential Unit Citation Ribbon, Good Conduct Medal and WWII Victory Medal.

Married Sept. 4, 1948. He has three children and nine grandchildren. Retired Nov. 7, 1988 as a millwright and truck driver.

R.A. LANGDON, (Lucky), LCDR, USN (Ret.), born in Gretna, Sarpy Co., NE on Aug. 14, 1912. Attended high school in Gretna and Navy A and Advanced Schools and courses in George Washington University in D.C.

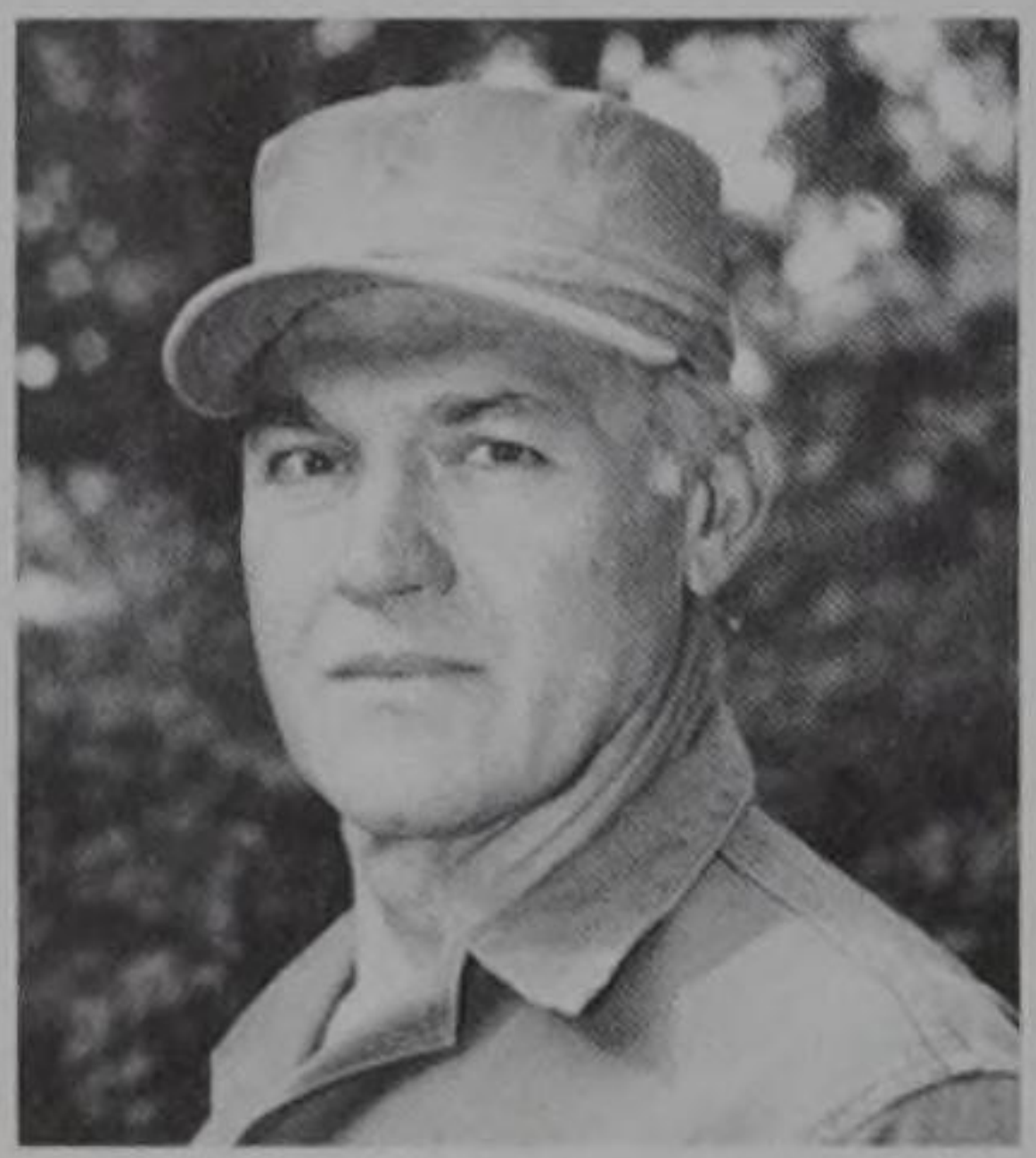
Joined the U.S. Navy on Sept. 8, 1929. Located in NavRadStas Wailupe and Lualualei, Oahu, HI from 1935-1938; RMS C134 NRL 1941; CNO (DNC) September 1944-December 1953 and July 1955-May 1956; Morroco - Port Lyautey 1953-1955.

Served aboard the USS *Nitro*, USS *Chaumont*, USS *Patoka*, USS *Nevada*, USS *Trenton*, the USS *Paul Jones* (DD-230), USS *Peary* (DD-226) and the USS *Alabama* (BB-60) from May 1942-August 1944.

Went from AS to RMC (PA) to RELE to LCDR. Retired on May 31, 1956.

He was married to Vivian on Dec. 20, 1941. (Deceased Aug. 19, 1988.) He is a member of the Fleet Reserve Assn. 1956-1959; National Secretary - FRA - 1957-1959; President and owner of Bemis, Braid and Langdon Real Estate from 1960 to the present.

JOSEPH C. LANZALOTTO, Sgt. Maj., USS *New York* (BB-34), enlisted in Marines in 1943 remaining on active duty for three years. Upon discharge, enlisted in Marine Reserves and was called to active duty in 1950 for Korean Conflict. Again, on release, went back to reserve where he stayed until retirement in 1978. During this time, he went back on active duty many times for periods of up to one year.



In 1978, enlisted in New Jersey National Guard where he stayed until retirement and pension in 1985. He has 42 years of active and reserve service.

W. F. LARIVIERE, (Larry), USS *Pennsylvania* (BB-38), G.M. 2/c, born Gilbertsville, MA. Recruited in Springfield, MA Oct. 7, 1940 then sent to Newport, RI for training for eight weeks. Was then sent to Bremerton, WA and transferred to USS *Pennsylvania* for duty. Was aboard the *Pennsylvania* until July 1946.

While in Pearl Harbor Navy Yard Dec. 7, 1941, Japanese carrier planes attacked fleet units and *Pennsy* was damaged by bomb. Combat operations following Dec. 7, 1941 were Attu, Kiska, Makin, Kwajalein, Eniwetok, Saipan, Tinian, Guam, Peleliu, Angaur, Leyte Gulf, Surigao Strait, Lingayen Gulf. Hit by shore batteries while bombarding Wake Island. Damaged by aerial torpedo Buckner Bay, Okinawa. November 3, 1945 was awarded Navy Unit Citation.

On Jan. 16, 1946 the *Pennsy* was designated as atomic bomb target at Bikini Atoll. While observing first Mushroom Cloud, was transferred to San Diego. From there to San Francisco to bid good bye to friends and on to Boston for discharge.

Went to Chicago to work for Gas Utility Co., moved to Ames, IA where he worked for a Gas Utility. Retired after 34 years. He has been married for 42 years and has two children and one grandchild. Spends a lot of time traveling to reunions and other travel.

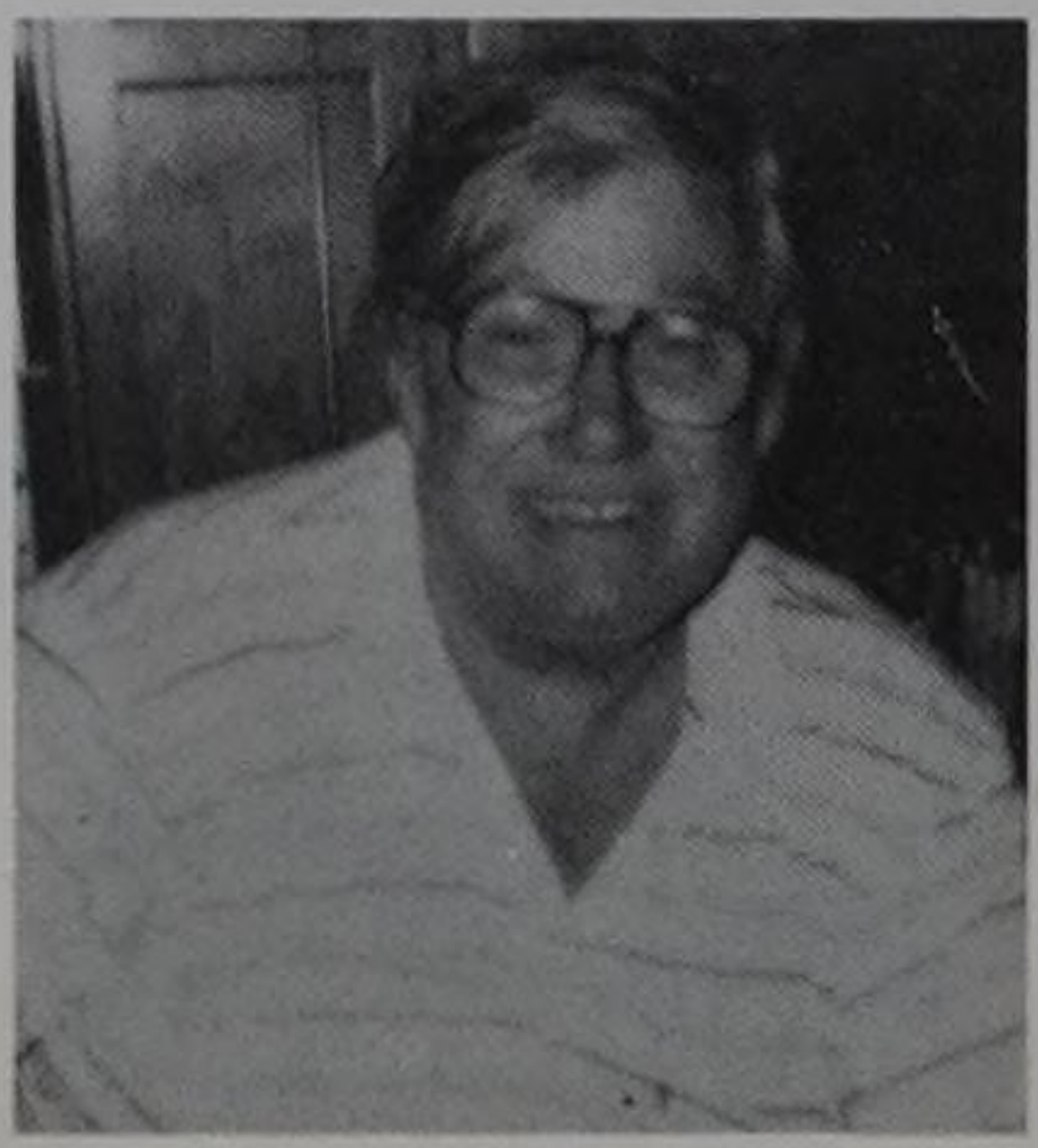
EDWARD P. LARSEN, USS *North Carolina* (BB-55), Boatsmain's Mate Second Class, born in Chicago, IL, Sept. 23, 1924. Enlisted in the U.S. Navy Dec. 17, 1941, ten days after the bombing of Pearl Harbor. Assigned to Great Lakes Naval Training Station, Great Lakes, IL, transferred to the Naval Station at Key West, FL, Jan. 10, 1942. Received aboard the USS *North Carolina* Jan. 13, 1942 as an apprentice seaman. Served as seaman second class, seaman first class, corpsman, Master at Arms, and Boatsmain mate second class.

Took part in the following Pacific operations: Guadalcanal, Gilbert Islands, Western New Guinea, Leyte Operation, Iwo Jima Operation, Eastern Solomons, Marshall Islands, Marianas Operation, Luzon Operation, Okinawa Operation, and 3rd Fleet Operation against Japan.

Served aboard the "Showboat" for the duration of the war. Separation center Boston, MA Oct. 27, 1945. July 16, 1947 enlisted in the U.S. Naval Reserve and served until July 15, 1952 (Boatsmain Mate 2/c).

Employed by Burlington Northern Transport, Chicago, IL 1956-1983. Retired and moved to Sebastian, FL. Lifetime Member of the USS *North Carolina* Battleship Assn. Deceased Aug. 26, 1988.

ALLEN M. LARSON, Seaman 1/c, USS *Idaho* born Jan. 20, 1927 in West Allis, WI. Enlisted in Navy Sept. 2, 1943.

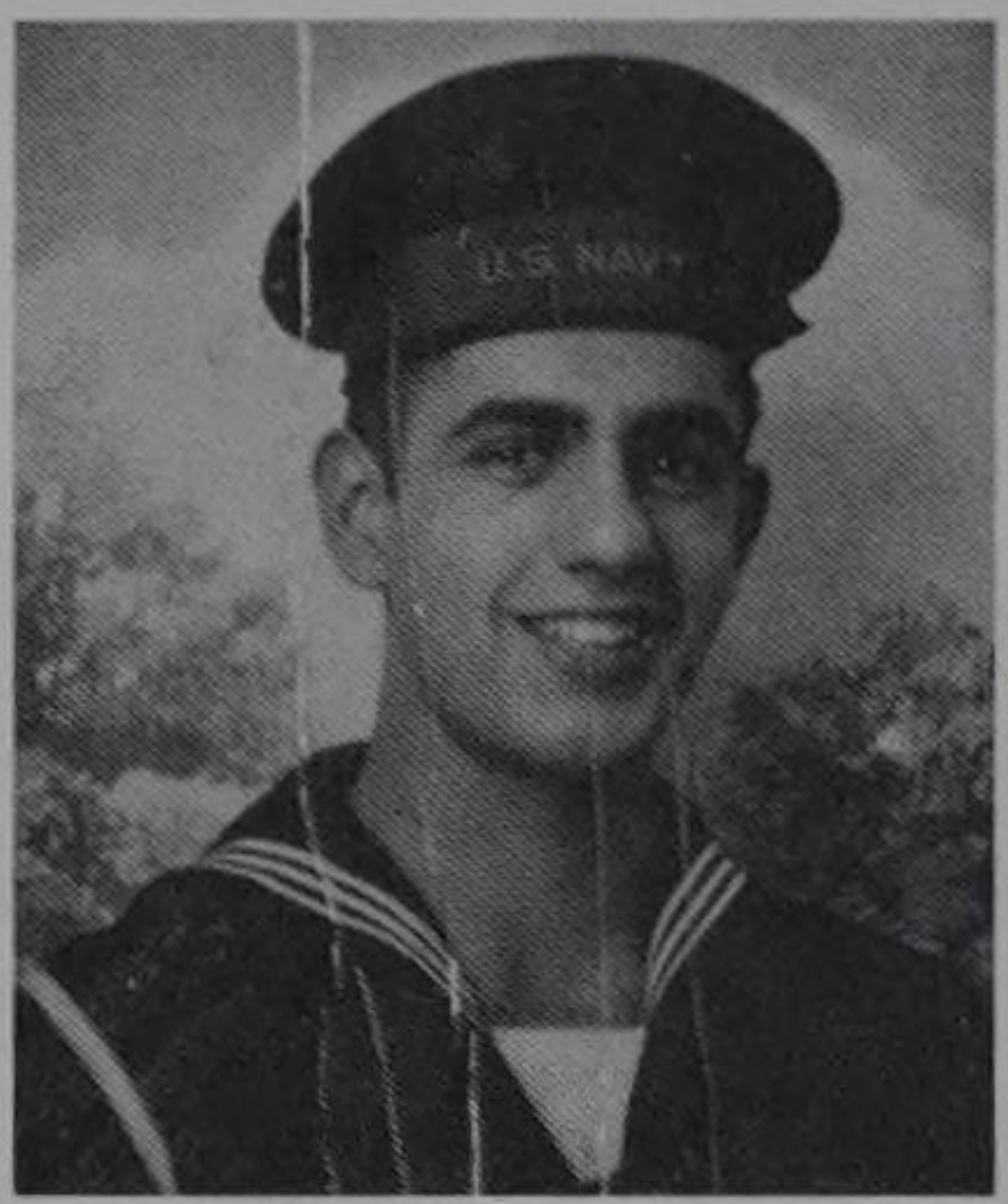
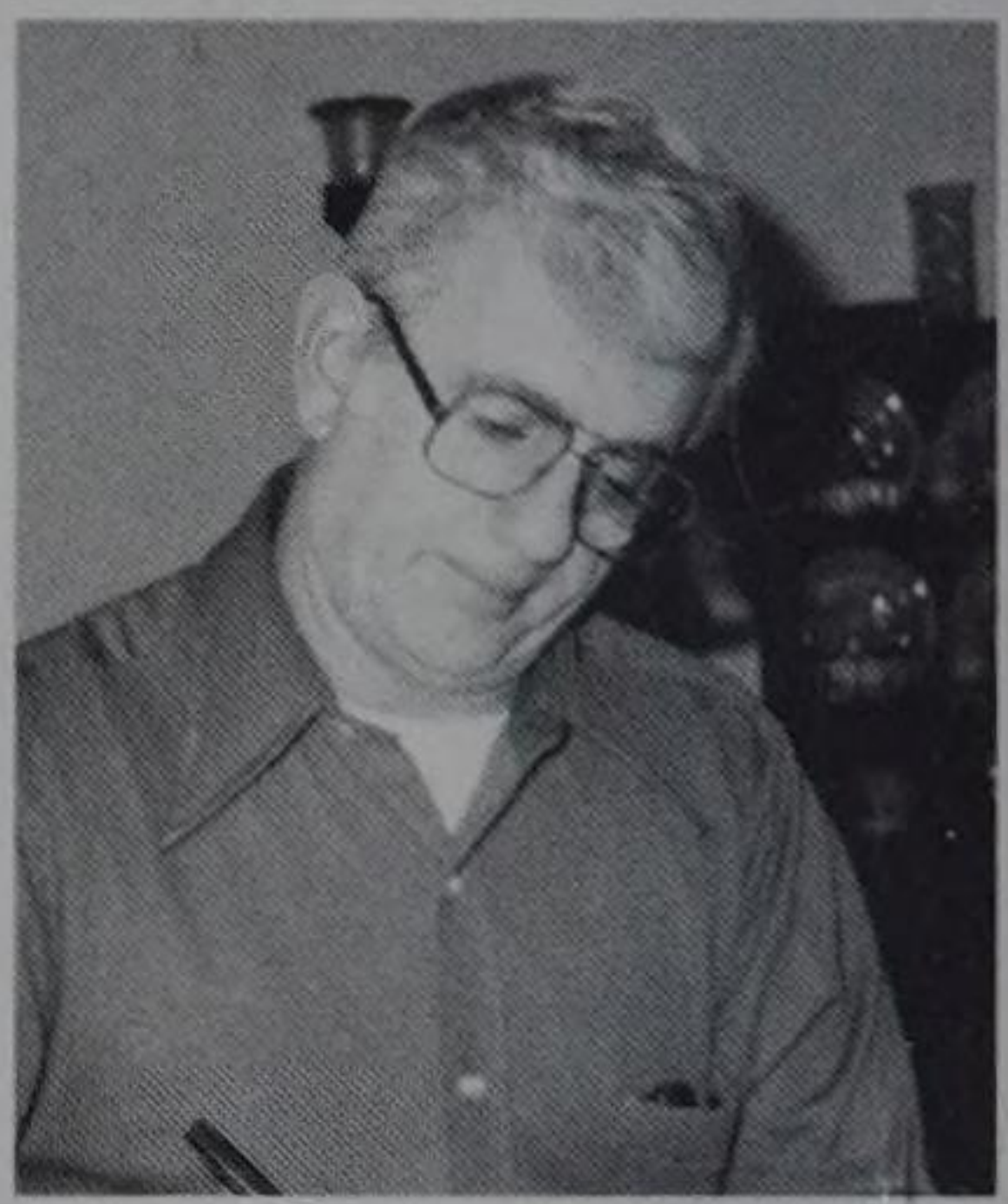


Received Asiatic-Pacific Medal w/seven Stars, American Campaign Medal, Philippines Liberation Medal and Victory Medal.

Discharged May 8, 1946.

Married Helen Nov. 30, 1946. They have five children and nine grandchildren. Worked for an auto body shop in Milwaukee, WI and for State Farm Insurance in California for 21 years. Retired Jan. 20, 1989.

JOHN J. LAWRENCE, USS *New Jersey* (BB-62), MM 1/c, born Lowell, MA Oct. 6, 1923. Graduated high school 1941. Enlisted in USN, went to Newport, RI for recruit training. Diesel School, Navy pier, Chicago December 1941 to February 1942. Sent to receiving station Pier 92 New York in March 1942, shipped to Sturgeon Bay, WI to fit out a yacht for Patrol Craft duty, commissioned USS *Ability* (PYC-28). Shipped out through the Great Lakes out to the St. Lawrence River to Nova Scotia into the Atlantic and patrol duty along the East Coast until February 1943. Sent to Philadelphia Navy Yard to assist on fitting out the *Jersey* for commissioning.

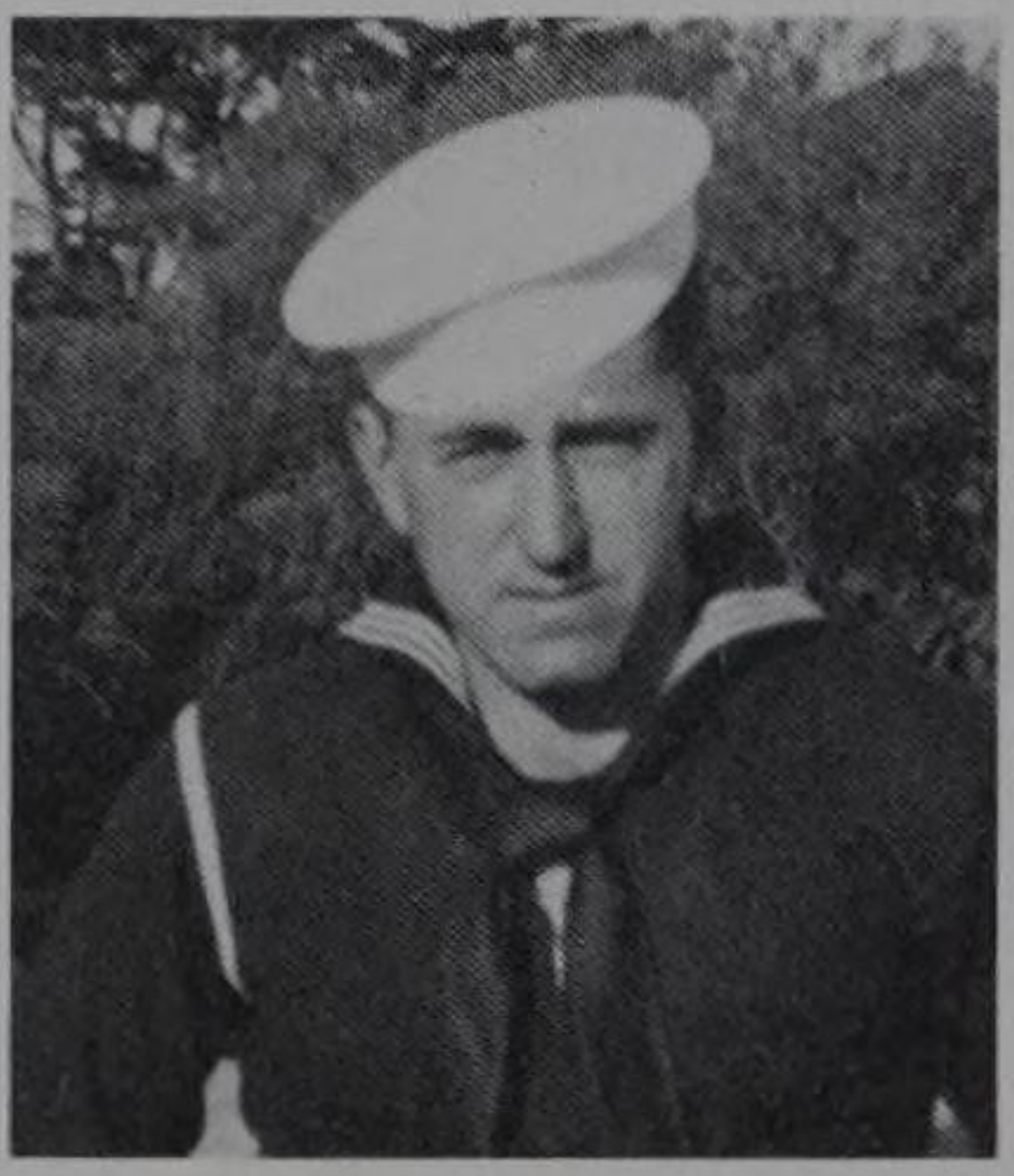
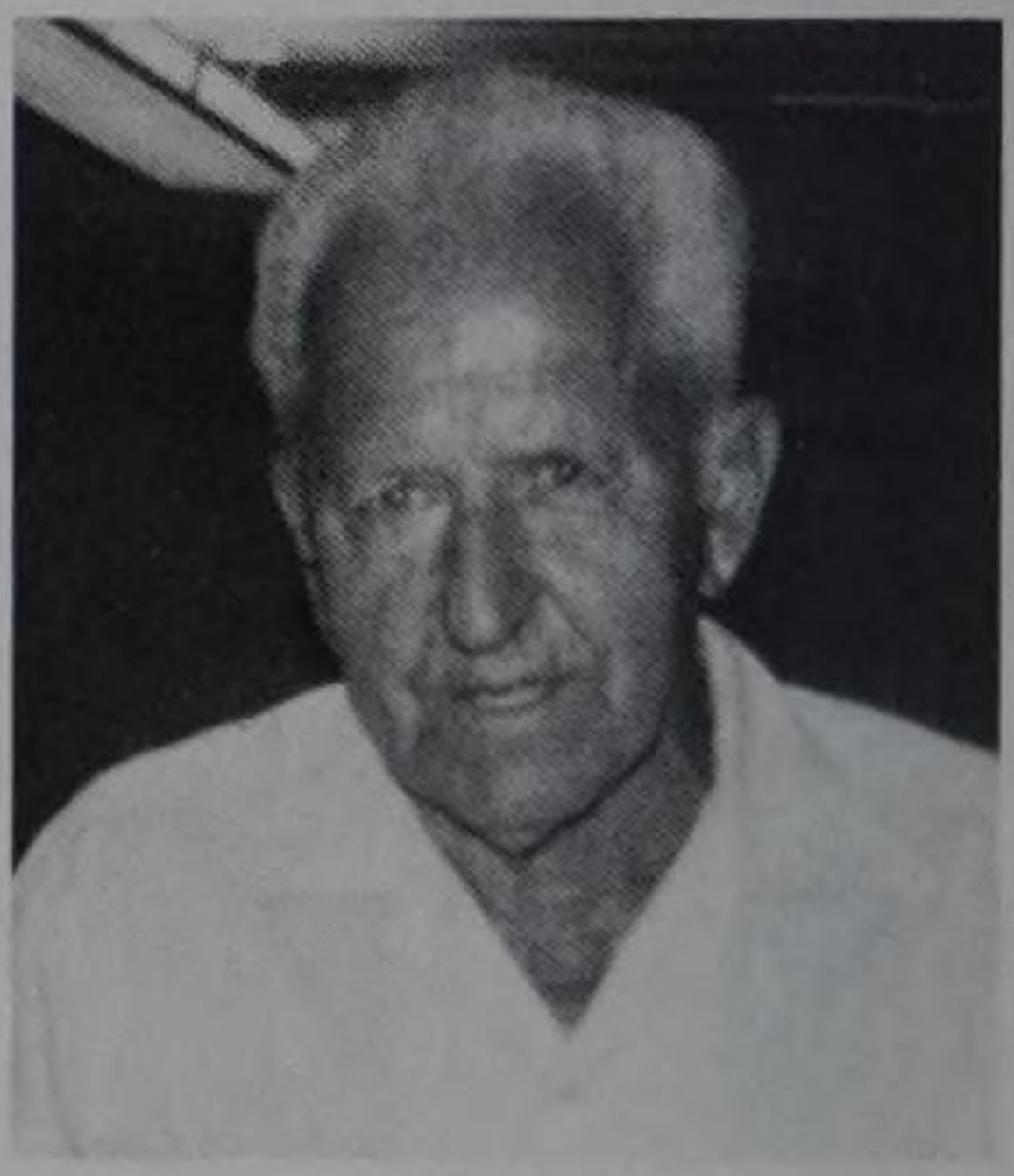
Commissioned the USS *New Jersey* on May 23, 1943, completed sea trials and headed for the Pacific thru the Panama Canal and participated in most of the campaigns until September 1945 when they sailed into Yokusaka, Japan for occupation duty. Left Japan in February 1946, headed for the States, docked at Bremerton, WA. Then in early 1947 shipped out through the Panama Canal to the East Coast. In June 1947 made the annual midshipman's cruise out of Annapolis, to Europe. Docked in Brooklyn Navy Yard and started decommissioning preparations.

Decommissioned the USS *New Jersey* in June 1948 (there were only 13 plank owners left of the original crew from May 23, 1943). Spent some time with the 16th Fleet in Philly. September 1948 shipped out on the USS *Rodman* (DMS-21) until September of 1951.

Married, left the Navy, worked for Bethlehem Steel Co. Bethlehem, PA for 35 years, retired 1986. Has three children, four grandchildren.

RENE LEBLANC, Gunners Mate 2/c, USS *Pennsylvania*, born on May 31, 1915 in LaBarre, LA in Pointe Coupee Parish. Lived and worked on a farm. Attended public school through seventh grade.

Enlisted in the Navy in November of 1941. Went to San Diego (boot camp). Was stationed on Battleship USS *Pennsylvania* from January 1942 until May 1945. Went back to San Diego, attended Advanced Gunners Mate and Hydraulic school for three months. Received the rank of Gunners Mate 2nd class.

Some of the memorable experiences he has: Watched a torpedo plane run on destroyer and it exploded; watched dive bomber suicide on destroyer; saw a suicide plane hit a carrier with all planes on board and it sank. Was discharged Oct. 10, 1945.

On Sept. 27, 1947, married Rita Guedry in Morganza, LA. They have two children (daughter and son), one granddaughter and two step grandchildren (boy, eight and girl, ten).

After returning from the Navy, he farmed, was overseer on plantation, and worked at International Harvester as mechanic and welder. On September of 1957 went to work for the Post Office as mail carrier. Retired in November 1980 with 28 years of service.

CHARLES RAY LECLERCQ, USS *Tennessee* (BB-43), Electrician Mate 2/c, "E" Div., 1942-1945, born Jan. 1, 1922 in Baton Rouge, LA. Attended high school at Woodlawn High, Baton Rouge, LA. Enlisted in the Navy on July 6, 1942 and attended recruit training in San Diego, CA.

Boarded the USS *Tennessee* in Bremerton, WA upon completion of recruit training in 1942 and served aboard during all her Pacific duty until November 1944. Finished his duty in St. Louis, MO and was honorably discharged on Dec. 5, 1945.

Married Corine Elizabeth Pruet on March 11, 1950 and made their home in Baton Rouge, LA. Went to work for Standard Oil Company (now Exxon Chemical Company) on February 1947 and retired as Maintenance Supervisor after 33 years service. Their son, John Arthur Gerard LeClercq was born Aug. 11, 1955 and their daughter, Cynthia Elizabeth LeClercq, was born on Sept. 10, 1957. Son was killed in 1983. Daughter is married and is a chemical engineer for Dow Chemical Company in Plaquemine, LA.

He is now retired and at present living on Toledo Bend Lake at Florien, LA. Enjoys fishing, hunting, gardening, and his wood craft shop.

ROBERTO E. LEON, (AKA Robert E. Lee), USS *Mississippi* (BB-41) and USS *Wisconsin* (BB-64), Capt., born Aug. 7, 1922 in San Diego, CA. Attended Herbert Hoover High, San Diego; U.S. Naval Academy, 1943-1946; MIT, 1949-1952. Enlisted and attended recruit training in San Diego.

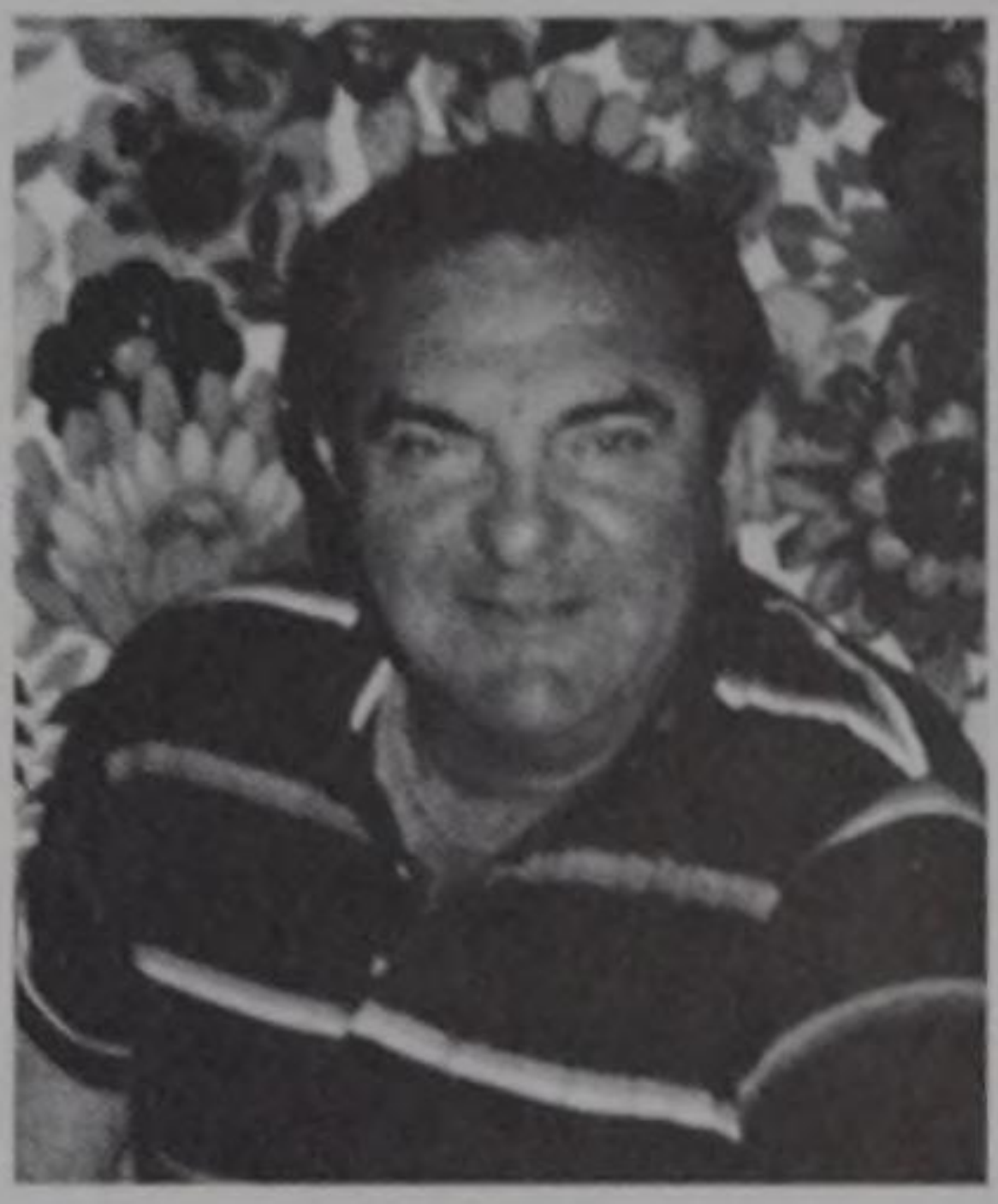
Served on the following ships, staffs and stations: USS *Mississippi*, 1940-1941, QM3; USS *Kalmia*, 1941-1943, QM2; USS *Wisconsin*, 1946-1948, Ensign; San Francisco NSY, 1952-1954, ship repairs and conversions; Service Div. 31, 1954-1955, 7th Fleet repairs; Navy Ocean Systems Laboratory, 1955-1958, nuclear blast-tested influence sea mines; Naval Sea Systems Command, 1958-1963, research in submarine, mine and torpedo countermeasures, surface combatant ship construction; Navy Ship Repair Facility, San Diego, 1963-1964, planned ship overhauls and repairs; COMINPAC, 1964-1968, Maintenance and Logistics Officer; Naval Sea Systems Command, 1968-1972, Environmental Pollution Control and Contract Change Control Board, Retired Captain (Engineering Duty) in 1972.

SECNAV Commendation Medal-produced assault minesweepers for Mekong Delta in three months instead of the planned 18 months. Invented and mathematically predicted the performance of the high-gain, geodesic microwave horn antenna for stellar research and overland microwave communications.

Chief, Division of Environmental Research and Monitoring for Montgomery Co., MD. Calibrated the pollutant dynamics of the Potomac River using fluorescent Rhodamine B dye tracing and water quality sampling. Retired in 1988. Registered Professional Engineer.

HYMAN E. LEVY, USS *Mississippi* (BB-41), Shipfitter 1st Class, enlisted March 11, 1942. Born Nov. 25, 1920 in Brooklyn, NY.

Boot camp and Service School at Great Lakes, IL. After training, travelled to California, and transferred by ship to Pearl Harbor.



Assigned to USS *Mississippi* November 1942. While aboard ship, took part in the following battles; Makin Islands, Kwajalein Islands, Kavieng Islands, Attu and Kiska, Palau Islands, Philippines and the Battle for Okinawa.

The USS *Mississippi* and her men were awarded the Navy Unit Commendation.

Was authorized to wear uniform decorations as follows; American Area Ribbon and Medal, Asiatic Pacific Ribbon and Medal with eight Stars, Philippines Liberation Ribbon with two Stars, Navy Good Conduct Ribbon and Medal, and the WWII Ribbon and Medal.

Was discharged Dec. 3, 1945 at Lido Beach, NY.

He is retired from own Provisions business. Has a wife, Rhoda, two sons, two daughters-in-law, and one granddaughter, Suzanne.

HAROLD J. LEWELLYN, CS3, USN, USS *Wisconsin* (BB-64), enlisted in Navy Aug. 9, 1945, and attended recruit training Sampson, NY.

Stationed in Harbor Island, WA. R/S Seattle, WA Med Patrol Sdn. 4, U.S. Navy Receiving Station T.I. San Pedro, CA. VPML4 M.A.S. Whidbey, WA. USS *Floyds Bay* (AVP-40), USS *Gardiners Bay* (AUP-35).

USN Receiving Station Seattle, WA for discharge 1948. Re-enlisted U.S. Navy 1950. Stationed USN Station Norfolk, VA. USS *Wisconsin* (BB-64). Discharged in 1952.

Married in November 1952. Worked for A & P Food Store in state of Maine for 25 years. Then manager Amato's Sandwich Shop, Forest Ave., Portland, ME.

NAT LIEBERMAN, MO MM 1/c, USS *Pennsylvania* (BB-38), born Oct. 26, 1921. Attended Western Reserve University for two years. Joined the Navy Oct. 9, 1940. Discharged Dec. 9, 1946.

In 1940, after high school working for 36 cents per hour, took a test for a job as an apprentice tool maker at the Philadelphia Arsenal. After test, he was told that too many people were ahead of him. So he decided to join the Navy, learn a trade and see the world. After three months in the Navy, his mother got a letter from the Philadelphia Arsenal telling him to come to work.

He served aboard the USS *Pennsylvania* from December 1940 to April 1943. He was sent to various diesel schools and put PC 1246 in commission. Took her out of commission in 1946.

He is married with two children and two and one-half grandchildren. Retired October 1987 as a tire store manager.

MAX B. LIEURAUCE, FC 2/c, USS *Nevada* (BB-36), born Aug. 22, 1923 in Holibird, SD. Enlisted in Navy Dec. 6, 1940.

He remembers Pearl Harbor, Aleutian Campaign, Northern France on D Day, Iwo Jima, and Okinawa.

He was discharged Aug. 27, 1946.

Married Aug. 27, 1946 and has two children and three grandchildren. He retired Dec. 31, 1983 as an engineer from Northwestern Bell Telephone Company.

MITCHELL F. LIJANA, SK 3/c, USS *South Dakota* (BB-57), born Sept. 29, 1924 in Detroit, MI. Inducted into the Navy March 26, 1943 and had boot training at Great Lakes Naval Training Station. After boot training, was on the USS *Lynx* (AK-100) from July 26, 1943 to Oct. 5, 1943. Was put on Efate, New Hebrides Island to await the arrival of new assignment on the USS *South Dakota* (BB-57). Boarded the USS *South Dakota* (BB-57) Dec. 12, 1943 until March 11, 1946.

On June 19, 1944 the *South Dakota* was hit by a 500 lb. bomb on the port side. He was about 25 feet away passing ammunition up to the 5" guns. After the all clear signal was given, the hatch was opened and shrapnel was laying all around. He picked up two pieces which he still has. Twenty seven men were killed and many more wounded. The services were held in the aft section of the ship are still vivid in his memory.

Was discharged April 30, 1946 with the following medals, Navy Good Conduct, American Campaign, Asiatic Pacific Campaign with 13 Stars, WWII Victory, Navy Occupation Service Medal with Asia Clasp, Philippines Liberation Ribbon with two Battle Stars and Philippines Presidential Unit Citation. He is a member of V.F.W. Post 4162.

Returned to his job at Detroit Steel Products and retired in 1979 as production control clerk. His wife, Wanda, and he have six wonderful children, Frank, Don, Tom, Jim, Patricia and Nancy. Passing the time learning how to play the organ and golf.

CHARLES W. LIPPY, USS *Missouri* (BB-63), WT 3/c, born Nov. 18, 1926 in York, PA. Assigned to USNTS Great Lakes, IL on Dec. 29, 1943 (boot training). Sent to Basis Engineering School, Great Lakes, for eight weeks. Transferred to Pier 92, New York City. Attended school at Hellgate Power Plant, New York City. Precommissioning training school in Newport, RI.

Assigned to USS *Missouri* June 14, 1944. Served on the *Missouri* for the balance of the war. Stationed in #4 Fireroom, General Quarters duty in #3 Turret powder room. Transferred from #4 Fireroom and served balance of tour as oil king.

After the war continued on board for a goodwill tour to Turkey, Greece, Algiers, Tangiers, etc. Upon return to the States was transferred to the Naval Air Station in Virginia to await discharge Oct. 6, 1947.

His wife and he presently own and operate The Valley Tavern Restaurant and Lounge in Seven Valleys, PA.

VICTOR H. LIVELY, USS *Nevada* (BB-36), Gunner's Mate First Class, inducted into the Navy Sept. 3, 1948. Sent to training at San Diego (six weeks). After training, sent to Pearl Harbor and assigned to USS *Nevada* where he spent five years in the gunnery department. The ship was heavily damaged at Pearl Harbor and arrived in Bremerton ship yard May 1, 1942 for repair. He was assigned to the 40 mm guns top-side.

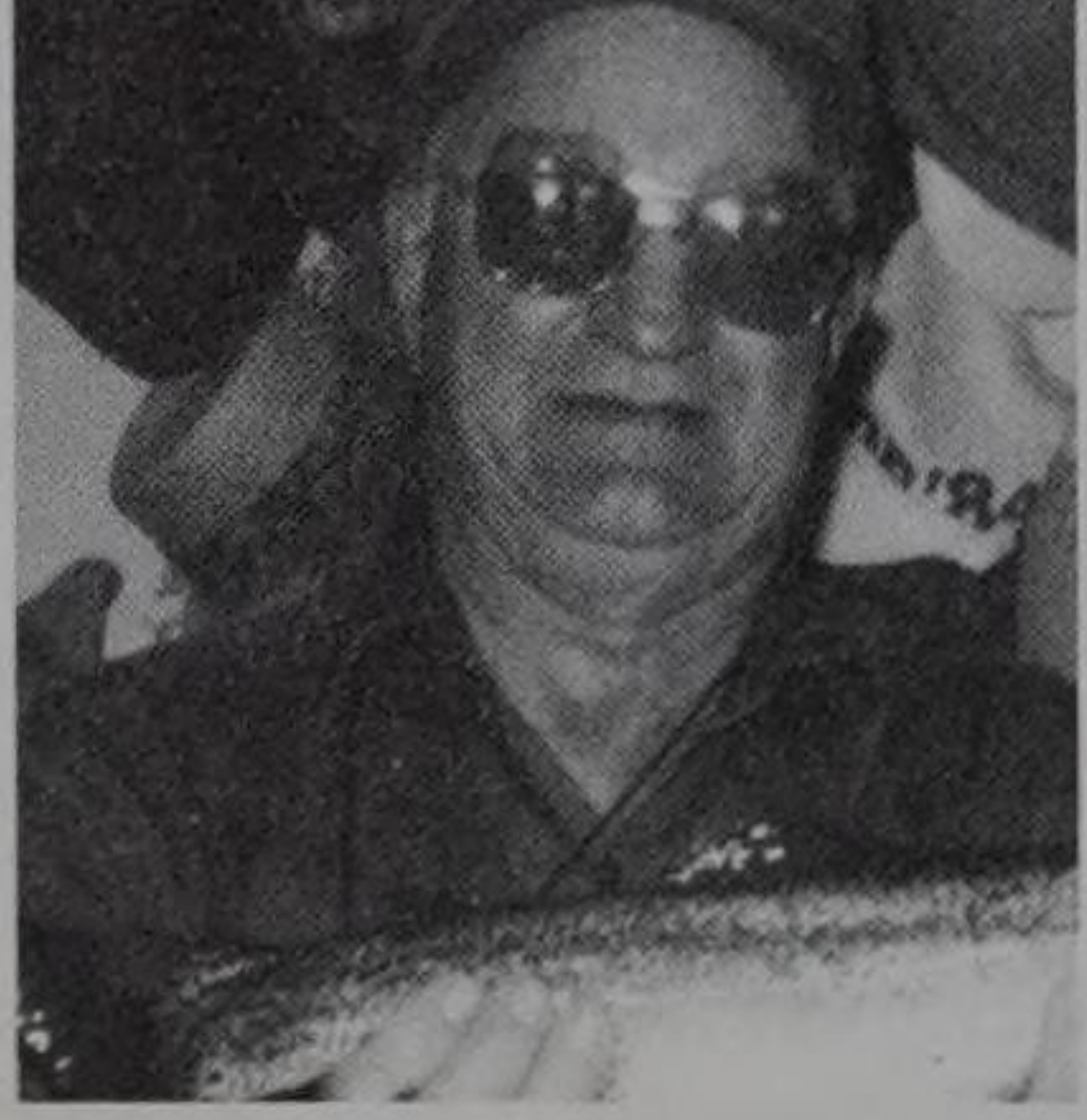
While stationed aboard the *Nevada*, took part in the following combat operations; Attu Invasion, Normandy, Cherbourg, Southern France, Toulou, Mouseille, Iwo Jima, Okinawa.

Was discharged Sept. 3, 1946 at Houston, TX, where he lived and worked in the air conditioning business.

Retired in 1983, moved to Palestine, TX where he now lives.

JOHN F. LOCK, USS *South Dakota* (BB-57), SFC, born in Wallace, KS on May 4, 1922. Left home on Aug. 17, 1942, to join the Navy. Sent to San Diego, CA for training. Two weeks boot training and two weeks guard duty. From there to San Francisco. On Sept. 25, 1942, boarded a troop transport. October 4, 1942, Pearl Harbor and the day he walked up the gain plank to set foot on the USS *South Dakota*, which became home for three years and 12 days.

Was assigned to the 9th Div. 20MM anti-aircraft gunnery division.



Remembers Oct. 26, 1942. Battle of Santa Cruz, plane against ship, BB-57 credited for 32 shot down. They were hit by a 500 lb. bomb.

November 14, 1942, second battle of Savo Island, ship to ship battle. Out of six ships, three were sunk and the *South Dakota* badly damaged. One ship came through with no damage and another one heavily damaged.

Proud to have served aboard that gallant lady. After 13 Battle Stars and the Navy Unit Commendation Award, she came through with flying colors. Thankful that God was and is with him all the way through. Still has many vivid memories of those days after all these years.

Was discharged Oct. 23, 1942, in Saint Louis, MO. Married Sept. 1, 1946. They have three children and four grandchildren.

ART PATCH LOCKSMITH, LTJG, USS *Indiana* (BB-58), joined the USS *Indiana* (BB-58) as a "boot" ensign in Pearl Harbor in 1943. While aboard, became the ship's unofficial locksmith. Also while aboard, was involved in five major engagements with the enemy, and in two engagements with friendly forces. The first of the "own forces" engagement was when the USS *Washington* came aboard their starboard quarter and missed ramming the bunk he was in by ten feet! The second "own forces" engagement was with their ship's executive officer Cmdr. Hammond.

Left the USS *Indiana* as a LTJG in Bremerton, WA in December 1944.

GERALD WAYNE LORD, USS *Missouri* (BB-63) born July 3, 1921 in Cattaraugus, NY. Enlisted in the Navy on Sept. 5, 1942 was assigned to the USS *Nevada* and served in the Aleutian Island conflict and convoy duty in the North Atlantic. Transferred to the *Missouri* in time for its launching.

His most memorable experience is told in a letter: "Well here I am in the great Bay of Tokyo. Before me is a sight that I will long remember. What few Japanese ships that are here are tied up at the docks in the Navy yards, and the bay itself is full of American shipping of all kinds and more coming all the time.

"The Japs are seeing, firsthand, just what they were up against, and staring with open mouths at us. And well they might, for it is truly a sight to behold.

"I can't help but stick my chest out, what there is of it, when I think of the history that is being made aboard the (Mighty Mo.) I surely never thought a year ago that I would witness such a thing. I at last have something to tell my kids about. I'll have to admit I am very proud to be serving aboard this great ship.

"We have been working very hard these last few days getting the ship in shape for the signing for peace. The ship is very nearly spotless as we must look our best on that day."

Discharged at Norfolk, VA on Oct. 23, 1945. Returned to western New York and worked for the New York Telephone Company for 36 years.

Retired in 1981. Enjoys playing the harmonica, doing woodwork and golf. He has one child and two grandchildren.

REV. DR. FERDINAND J. LOUNGWAY, USS *Pennsylvania*, born Sept. 1, 1903, Brookfield, MA, died Dec. 30, 1989, Norway, ME. Enlisted 1942 as Chaplain U.S. Navy. Served Noroton Heights, CT Naval Base, then administrator of Navy Relief New York City, then Chaplain (Commander) Battleship *Pennsylvania* until the end of the War.

He said that the singing of carols to the accompaniment of the ship's band by men packed on deck and throughout the rigging was one of the most striking demonstrations of the power of Christmas that he has ever seen. "It is doubtful," he said, "if 'Jingle Bells' was ever sung with more enthusiasm—either on land or sea."

A graduate of Clark University (1926), Yale University Divinity School (1929), and Andover-Newton Theological Seminary (1973, at the age of 70). Served parishes in Chestnut Hill, PA; Roxbury and Boston, MA; Camden, ME; Swansea, Fall River, and Sterling, MA; and after retirement - interim pastorates in Mechanic Falls, Casco, and Raymond, ME.

He was an Honorary Life Member and past president of the Boston Browning Society, a member of the Free Masons, the American Legion, and various historical societies.

Dr. Loungway is survived by his second wife, a sister, four children, three stepchildren, nine nieces and nephews, and ten grandchildren.

MICHAEL (LOJOVICH) LOYD, USS *Alabama* (BB-60), WT 3/c, born Nov. 2, 1925 in South St. Paul, MN. Drafted December 1943, boots at Farragut early 1944; electrician mate school, spring and summer of 1944 at Farragut. Brief duty at Manus in mine sweeper base. Joined BB-60 in fall and operated around Philippines, rode out typhoon in which cruiser *Pittsburg* lost part of bow and three tin cans were lost, air operations around Okinawa and finally the Naval bombardment of Japan. Back to States in 1945 and three Battle Stars. Left ship at Bremerton in May 1946.

Used GI Bill for civilian flying lessons and enlisted in Army Air Corp in 1947. Commissioned Second Lieutenant October 1948. Flew as B-29 reconnaissance pilot over Korea for another three Stars and Air Medal.

Discharged from Air Force in 1954 and flew in reserves until 1966. Joined United Airlines in 1956. Flew as Captain and retired in 1985.

Retirement allows him travel, golf, enjoying five children and seven grandkids and a lovely wife.

HARRIS E. LUCAS, (Gene), USS *Tennessee* (BB-43), EM 1/c, born July 13, 1922 at Ravia, OK. Attended elementary and graduated high school at Ravia, OK. Enlisted in the Navy (Jan. 16, 1941) attended recruit training school in San Diego, CA.

Assigned to duty aboard the USS *Tennessee* and was aboard when Pearl Harbor was bombed (Dec. 7, 1941). While aboard the USS *Tennessee* participated in the following operations: Aleutians Islands, Marshall Islands and Gilbert Islands. He was transferred to Sub. Chasers Training Program then to Instructor at Fleet Service School, Norfolk, VA then to Instructor at Amphibious Training Base ATB Little Creek, VA (LSMR program), then to the aircraft carrier USS *Roosevelt*. He received an Honorable Discharge at Brooklyn, NY (Oct. 30, 1946) with the following medals: American Theater, American Defense w/one Star, Victory Medal, and the Good Conduct Medal.

Retired from the Port Authority of New York and New Jersey after 32 years as High Voltage System Controller at John F. Kennedy International Airport Jamaica, NY. Presently Partner and Director of Engineering of Chem-Star Medical Response Corp.

CLARENCE DEXTER LYNN, LCDR, born May 10, 1917 in Cunningham, KY. Joined the Navy in 1937.

He was assigned to the following military locations and stations: Recruit Training Command (San Diego), Nuclear Testing Site (Nevada), General Line School (Monterey), U.S. Navy Recruiting Station (Springfield) and Staff of Commander Naval Air Force (U.S. Pacific Fleet).

He served on the USS *Oklahoma*, USS *Allen*, USS *Absecon*, USS *Achenar*, USS *Winston*, USS *Shipley Bay*, USS *Comstock*, USS *Thompson* and USS *Zelima*.

Received the Navy Unit Citation, Good Conduct Medal w/three Stars, American Defense Medal, American Campaign Medal, European-African Middle Eastern Campaign Medal w/two Stars, Asiatic-Pacific Medal w/two Stars, WWII Victory Medal, China Service Medal, Navy Occupation Medal, United Nations Service Medal, Korean Service Medal w/four Stars and Korean PCU. He also received the Purple Heart due to severe injuries received aboard the USS *Thompson* during the Korean conflict.

He married July 25, 1942. He had five children and 12 grandchildren. Retired in 1982 as an educator. Deceased Aug. 1, 1989.

ROBERT G. MACKEY, LTSG, USS *Missouri*, born Oct. 3, 1920 in Chicago, IL. Enlisted in Navy October 1942.

Remembers helping to set up for formal surrender at Tokyo Bay.

He is single and still active as a Judge for the Cook City Circuit.

ROBERT HAROLD MADDEN, PHM 2/c, USS *Pennsylvania*, born Feb. 17, 1926 in Toledo, OH. Received BBA in International Commerce from the University of Toledo. Enlisted in Navy Feb. 17, 1943. Discharged Feb. 19, 1946.

Remembers liberty in Sydney, Australia and collecting cat eyes on Efaate, New Hebrides Islands.

Married Mary J. Riley Aug. 30, 1947. They have eight children and six grandchildren. Retired in 1988 as a contractor.

RENATO MAGLIETTO, Fireman, 1/c, USS *Indiana*, born Dec. 30, 1921 in Philadelphia, PA. Enlisted May 27, 1944. Received the Asiatic-Pacific w/four Stars and the American Area Medal.

He is married with one child. Retired Dec. 31, 1986 from Westinghouse Electric Corp.

JIMMIE DON MAISH, RT 3/c, USS *Alabama* (BB-60), born June 1, 1924, Girard, KS. Graduated from Girard High School, May 1942. Joined Navy in December 1942. Reported to Great Lakes, Camp Moffet, Dec. 5, 1942. After boot camp, assigned to Radio School at University of Chicago. From Radio School to Philadelphia, Navy Yard, NASD. Then to Norfolk. Assigned to USS *Alabama* Aug. 9, 1943. Stayed on the USS *Alabama* all through the Pacific campaigns and the occupation of Japan for signing of Peace Treaty in Tokyo Bay.

Married high school girlfriend while on leave in October of 1945. Was discharged Dec. 31, 1945. Went back to Girard, KS and went in the produce business with his father.

Was called to active duty in Korean War, served nine months with a cadre unit. Was discharged. Went to work for Skelly Oil Co. Refinery in Eldorado, KS.

Wife, Betty Jo, and he have a son and a daughter, and two granddaughters and two grandsons. Retired April 1, 1984. His wife and he enjoy traveling, fishing, crafts and etc. Really enjoy the USS *Alabama* reunions.

RALPH MAJERUS, USS *Idaho* (BB-42), Coxswain, enlisted in the Navy on Sept. 8, 1942 and was sent to the Great Lakes in Illinois for boot training for six weeks. After boot camp, was sent to Bremerton, WA for duty on the USS *Idaho*, where he spent the balance of his time in the Navy. The areas he became familiar with while serving his time in the Navy were Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen Wake and Okinawa. Remembers that the USS *Mississippi*, USS *Idaho*, USS *Pennsylvania*, USS *New Mexico* were with them most of the time.

After being discharged from the Navy on Dec. 3, 1945, went to work on the railroad as an Engineer for 37 years. Spends a lot of his time in Minnesota fishing and golfing in Fargo, ND, where he lives with his wife, Elaine, of 42 years. They have five grown children and 13 very active grandchildren.

WILLIAM PAUL MALL, Water Tender 2/c, USS *Indiana*, born Oct. 6, 1922 in Rochester, NY. Enlisted in Navy Feb. 21, 1942. Discharged Nov. 9, 1945.

After discharge from the Navy stayed home for a year and worked as a stationary steam engineer. Then went in the Merchant Marine for about 12 years and sailed around the world about seven times.

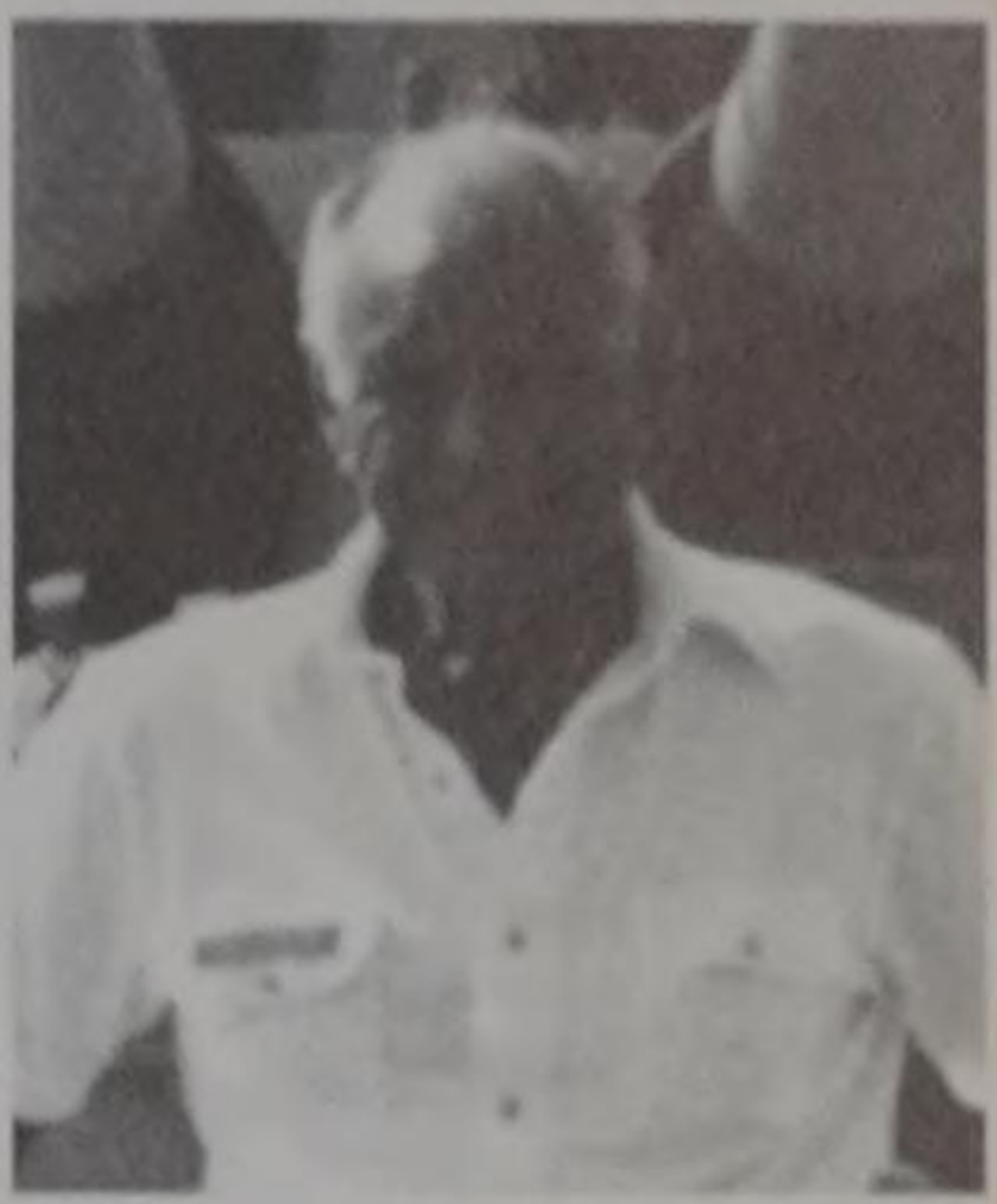
Today he is working as a stationary steam engineer and air condition engineer.

THOMAS MALONEY, JR., USS *Indiana* (BB-58), born Dec. 24, 1916 in Birdsboro, PA. Graduated Birdsboro High School 1935. Served four year apprenticeship as a machinist. Enlisted Sept. 1, 1942. Given oath at Philadelphia, PA and sent to Great Lakes for boot camp and service school. Chosen Honor Man of Co. 879 on Oct. 3, 1942. Sent to San Francisco and assigned to COM SER ON-SO-PAC. After many transfers ended up in Noumea, New Caledonia. Assigned to USS *Indiana*. Participated in all campaigns in the Pacific Area. USS *Indiana* was awarded 11 Campaign Stars and 20 Stars for shooting down enemy planes. Due to point system, USS *Indiana* was one of the first ships to arrive in San Francisco.

Was discharged at Bainbridge, MD on Oct. 8, 1945. Re-enlisted July 25, 1946 for four years of inactive duty for Reserve Training at Reading, PA.

Married while on leave Nov. 23, 1944. His wife and he became proud parents of a son and daughter and have four grandchildren. Worked as a machine shop supervisor, safety director, personnel director, and a purchasing agent before retiring March 3, 1988. Enjoys traveling and being active in veterans' organizations. He is a Life Member of American Battleship Assn., a charter member of The National Chief Petty Officer's Assn. and a member of the USS *Indiana* (BB-58) Reunion Assn.

FRANK D. MANCINI, PhM 2/c, USS *Missouri* (BB-63), born in Lawrence, MA. Enlisted/inducted November 1942. Discharged November 1945. Sent to USS *Missouri* approximately February 1944. Served on board until discharged. Saw action in the Pacific, received three Bronze Stars, American Duty, Trinidad prior to Pacific. Victory, Asiatic, Occupation, WWII.

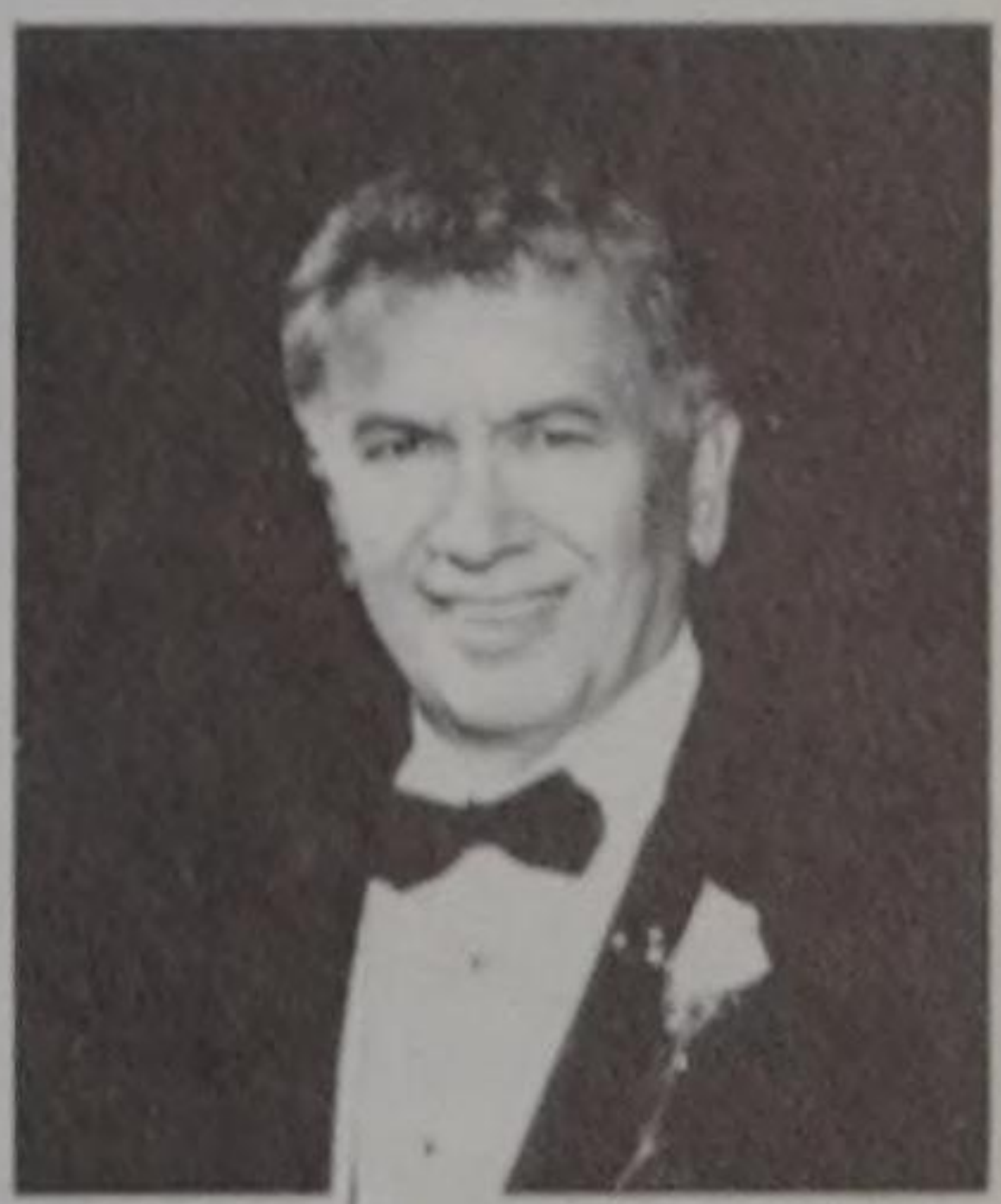


Was physical therapist, surgical nurse, first aid station top side and witnessed all the action, even had the torso of a kamikaze pilot land on him. Assisted with boxing crew. Took care of many distinguished officers, such as, Capt. Callahan, Capt. Murry, Cmdr. Cooper, Adm. Halsey, Cmdr. Stassen, Adm. Carney, Vice Air Marshall from New Zealand, a British Admiral (actually three persons who signed the peace treaty with Japan). Adm. Halsey called on him to take care of many distinguished officers. Was, so to speak, Adm. Halsey's personal masseur, while he was aboard the Flagship.

He has been a Doctor of Chiropractic for the past 40 years, practicing in Los Angeles. Has two daughters, one son and four grandchildren. Is married and now lives in Valencia, CA. He is Chapter Dad for Old West Order of DeMolay, has been an assistant scoutmaster for four years, has done some writing, paintings and sculpturing. He is in Who's Who of California; has a Masters degree in Chiropractic and Nutrition and is a Certified Nutritional Consultant.

MANUEL MARCHELOS, Fireman 1/c, USS *New York*, USS *Missouri*, born Jan. 30, 1926 in New York, NY. Enlisted in Navy Jan. 11, 1944.

Was on USS *Missouri* when it was commissioned on June 11, 1944. Was a plank owner. On Sept. 2, 1945, was proud to be at the ceremony of the formal surrender of Japan.

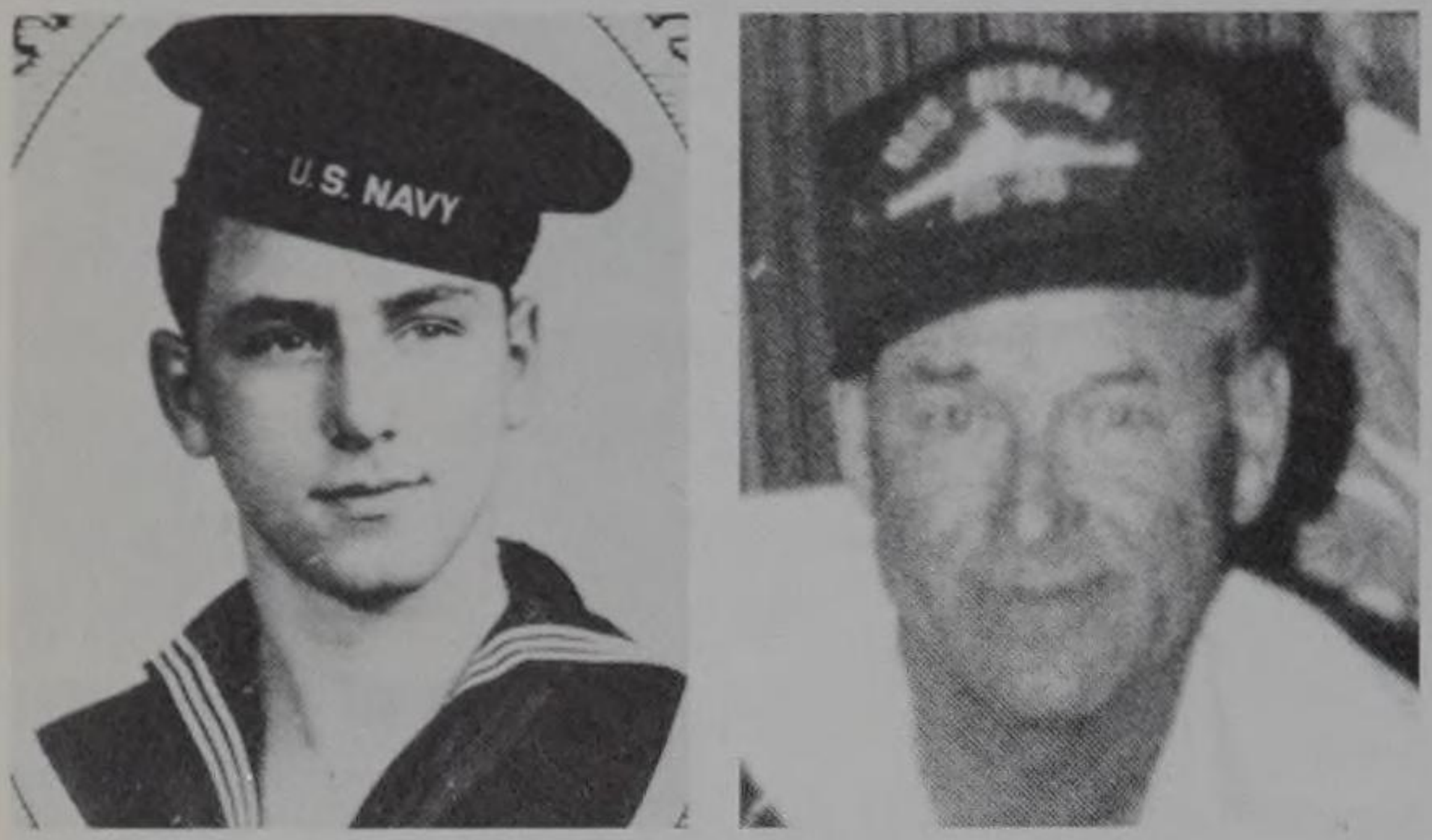


Received the Asiatic-Pacific w/three Stars and the Victory Medal.

Discharged Jan. 18, 1946.

Married Irene Mitchell Feb. 13, 1955. They have three children. Retired September 1988 as a restaurant owner.

GEORGE MARCOU, (Frenchy), SM 3/c, USS *Nevada* (BB-36), C.S. Div., born Norwalk, WI. Attended schools and West Division High Milwaukee, WI. Enlisted from Milwaukee, WI June 11, 1942. Was aboard USS *Nevada* July 1943 to December 1945. First 13 months of enlistment was at the N.A.T.S. Jacksonville, FL. Boarded *Nevada* at Norfolk, VA July 1943. Ran convoy duty to Belfast, Ireland and Glasgow, Scotland. Followed by Normandy invasion (Utha Beach) Southern France invasion. Back at Norfolk, they relined their main batteries. Then they had the invasion of Iwo Jima and the invasion of Okinawa on his birthday April 1, 1945. They were hit by shore bombardment and one kamikaze plane.



While at sea in the Atlantic an officer said their ship was built to be able to take five torpedoes, but he'd hate to be aboard when she took one. Oh how good he felt when the atom bomb at Bikini couldn't sink her. And she was the target ship June 30, 1946. On July 26, 1948, she was towed to sea and used as a target ship. She survived a planned internal explosion - radar guided missiles, destroyer fire, 16 inch salvos from the USS *Iowa*. She was finally sunk by a flight of torpedo bombers on July 31, 1948. *Nevada* sank in 2600 fathoms of water.

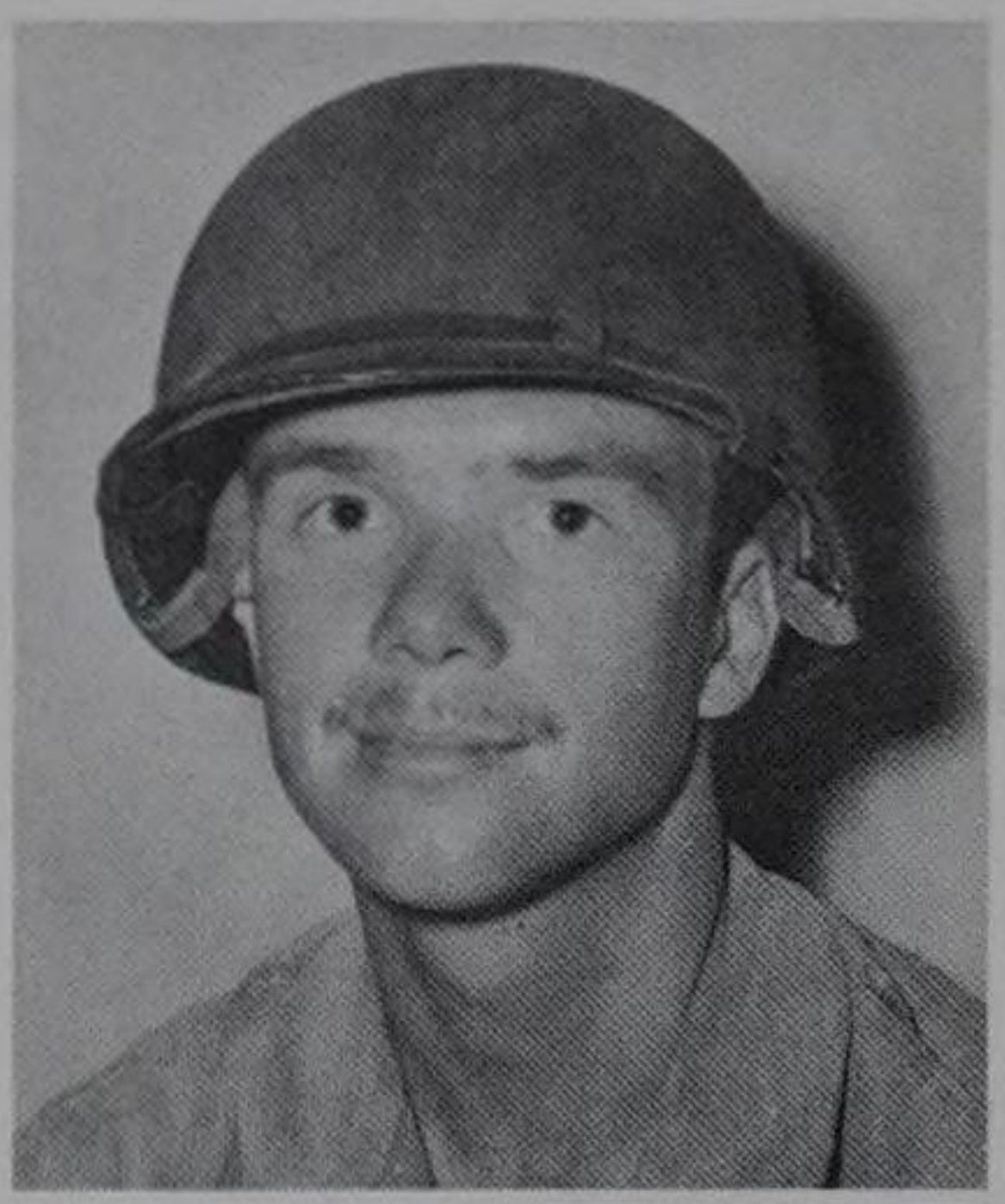
Was discharged after leaving USS *Nevada* at San Pedro, CA from Great Lakes, IL December 1945. Married high school sweetheart in 1946. Their son served on submarine during Vietnam. Daughter is a nurse. Looks forward to USS *Nevada* reunions. Retired from Jos Schlitz Brewery.

RICHARD D. MARSHALL, QMCM, born Oct. 27, 1917 (Navy Day) in Westville, CT. He attended 12 grades in Shelton, CT. Joined the Navy on June 12, 1935 at the age of 17. After boot training at Hampton Roads, went aboard the USS *Chaumont* for transfer to the West Coast, reporting aboard USS *Texas* (BB-35) on Dec. 5, 1935. When the *Texas* was sent East, went to the USS *Mississippi* (BB-41). During this time, were on the search for Amelia Earhart. In October 1939, was transferred to the USS *Kennison* (BB-138), a WWI four-stacker. Pulled her out of red-lead row in San Diego in November 1939, scraped, painted refurbished and commissioned her in 37 days. Participated in the Neutrality Patrol off California, capturing a Japanese tanker which was traveling down the coast in the dark. Returned to active duty in 1942 as a Communications Instructor at the Reserve Training Center in Chavez Ravine. In February 1944, was transferred to Miami, FL for Small Craft training and the commissioning of USS *Hidatsa* (ATF-102). Left for the Far East in June 1944 towing two repair barges, transiting the Panama Canal. (These barges figured in their repair at Subic Bay after they had destroyed a Japanese mine with their bow). Arrived in the War Zone in September and participated at Leyte Gulf, Lingayen Gulf and the recapture of Corregidor. Then hit that mine and sat in Subic Bay for six months, in and out of drydock. Returned to the States in October 1945, where he left the Navy, joined the Reserve at North Hollywood, CA. Returned to active duty in September 1950 and was transferred to first the LST-1073 and then to the LST-1048. After the Korean War, participated in Operation WIGWAM, and re-supply of the Arctic Dewline. From there went to the *Horace E. Bass* (APD-135). Instructor at the U.S. Naval Academy, Paris, France as Navy Air Traffic Coordinating Officer, USS *Eugene Greene* (DD-711), Naval OCS, Newport, RI, USS *Little Rock* (CLG-3) and then to the Security Department at NAS North Island, CA, where he was promoted to Master Chief Quartermaster and then retired on Sept. 1, 1972 with over 30 years active service (37 years total service).

Received the Good Conduct Medal (nine awards), American Campaign Medal, Asiatic-Pacific Medal (four Stars), WWII Victory Medal, National Defense Service Medal, Korea Service Medal, Philippines Liberation Medal and Presidential Unit Citation.

Presently living in San Diego, CA with his wife, Marie. Working in the residential real estate business.

MOREY JOSEPH MARTIN, USS *New Jersey* (BB-62), born Dec. 20, 1919 Cincinnati, OH. Enlisted USMC Jan. 7, 1942. Recruit training Parris Island, SC. Assigned Marine Detachment, USS *New Jersey* (BB-62), Commissioning Detail, Marine Barracks, Portsmouth, VA May 10, 1943, on board when commissioned May 23, 1943. Awarded 11 Stars in Pacific Theater. April 1945 transferred at sea to Forward Echelon, Fleet Marine Force Pacific.



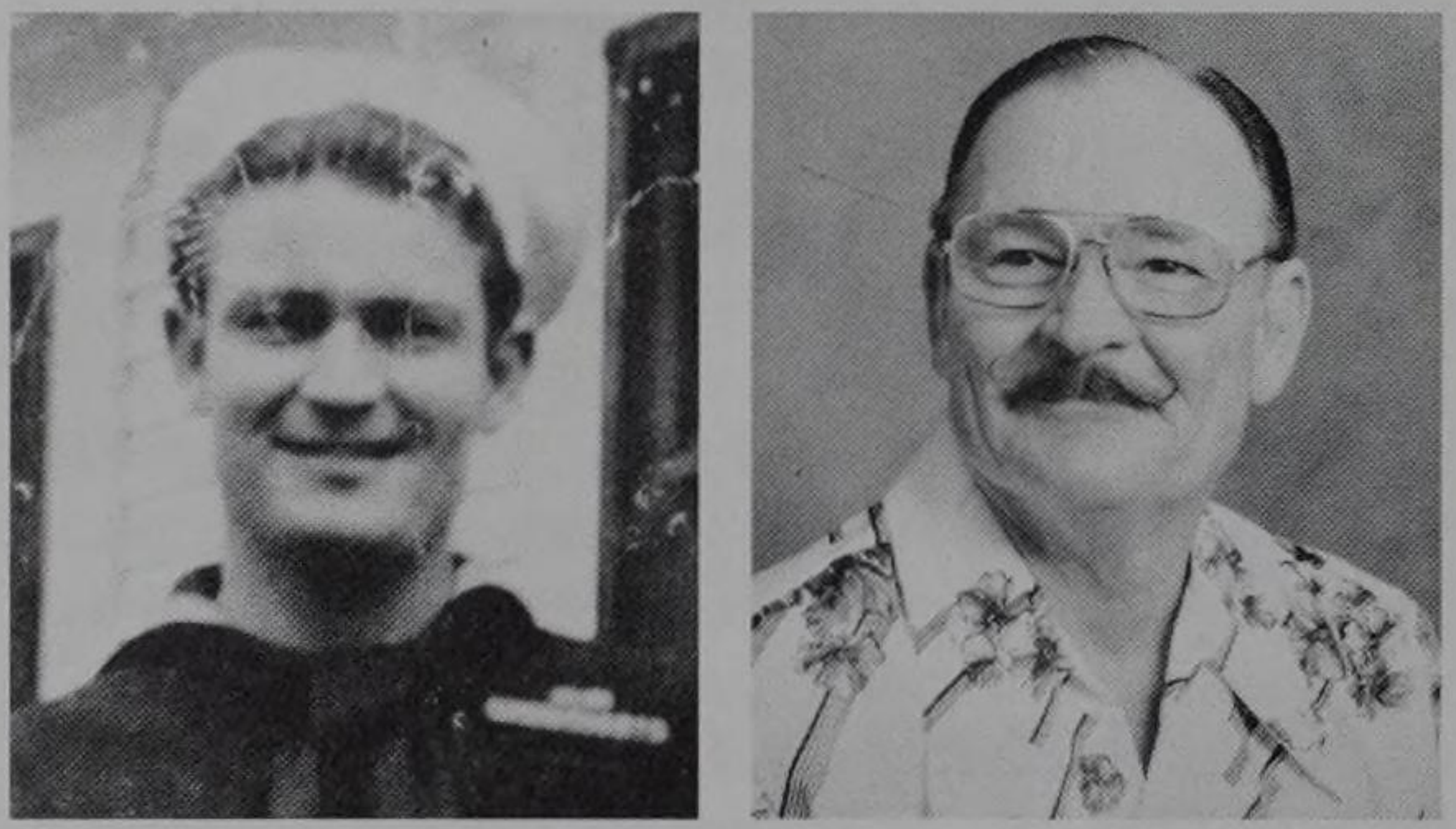
Discharged as Platoon Sergeant, USMC Sept. 20, 1945 at Parris Island, SC.

Enlisted as SN U.S. Navy Aug. 15, 1946 Philadelphia, PA. Succeeding tours at NAS Lakehurst, NJ; NavSta Agana, Guam; USS *Moale* (DD-693); Navy Recruiting Station, San Francisco, CA; U.S. Naval Station, Adak, AK; Sonar School, San Diego, CA; ET "A" School, Treasure Island; USS *Cascade* (AD-16); USS *Forrest Sherman* (DD-931); USS *Edson* (DD-946); Naval Schools Command, Treasure Island, CA. Instructor and Administrative Assistant to CO, ET "A" School. Transferred to U.S. Fleet Reserve Sept. 4, 1962. Retired as Chief Electronics Technician, U.S. Navy.

Employed as Member of Staff, R & D, Fairchild Camera & Instrument Corp., Semiconductor Div., Palo Alto, CA Sept. 5, 1962. Retired as "Gentleman Farmer" 1972 at home near Santa Rosa, CA.

HAROLD L. MASDEN, ETC USN (Ret.), Nov. 16, 1939-March 10, 1960. Descendent of John Masden, Pvt., Revolutionary War. November 16, 1939, enlisted from home town of Ardmore, OK. Assigned to Naval Training Station San Diego, CA.

January 1, 1940, assigned USS *West Virginia* (BB-48), as a Radioman Striker on the Staff of Vice Adm. W.S. Pye, Commander Battleships, Battleforce.



September 1941, flag transferred to USS *Maryland* (BB-46). Went through Pearl Harbor attack and battle damage repair done in Navy Ship Yard Bremerton.

February 1943, transferred at Nandi, Fiji. Ordered to San Francisco to commission new anti-aircraft cruiser USS *Oakland* (CLAA-95), where he spent the rest of his fighting war amassing 11 Battle Stars.

February 1945, transferred to commission USS *Fall River Ca*, Philadelphia, PA.

December 1945 to March 1960 various ships and stations until retirement in San Diego, CA.

Sailed for Scripps Institution of Oceanography, La Jolla, CA for over two years. Radio Officer and Ships Technician.

August 1963 Radio Officer Los Angeles Water and Power, at head of the 232 mile aqueduct coming from Independence, CA.

August 1964, Communication Electrician assigned to Los Angeles Police Dept., acting as an electronic specialist with the Burg-Auto-Robbery-Homicide Headquarters Division. Will retire in September 1989 with 26 years of service.

Holds FCC Licenses, First Class RadioTelephony with Radar Endorsement. First Class RadioTelegraphy with Radar Endorsement and six months endorsement (meaning sailing time on an American Licensed Ocean Going Vessel open to Public correspondence. Amateur EXTRA with confirmed two way contact with over 170 countries. These licenses are 30 years old.)

Life Member of Fleet Reserve Assn. Branch 9, Pearl Harbor Survivors Assn. Chapter 12, Veteran Foreign War Post 8310 (USS *Gudgeon*), American Legion Post #263 Mt. Whitney. A Mason and Plank Owner in the U.S. Navy Memorial, Washington, D.C.

Will retire to golfing, Barbershop Harmony, hamming and sightseeing in his own country.

ROBERT D. MASSICOTTE, FC 3/c, USS *Maryland* (BB-46), born Aug. 10, 1920 in Iron Mountain, MI. Enlisted in Navy Sept. 9, 1942. Entered training at Great Lakes, IL as a student of fire control, graduating March 1943.

Assigned to USS *Maryland* May 1943. Transferred to USS *New Mexico* where he served from September 1945 until discharge December 1945.

While aboard USS *Maryland* participated in following operations: Gilbert Islands, Marshall Islands, Marianas, Western Caroline Island, Leyte, Surigao Strait and Okinawa.

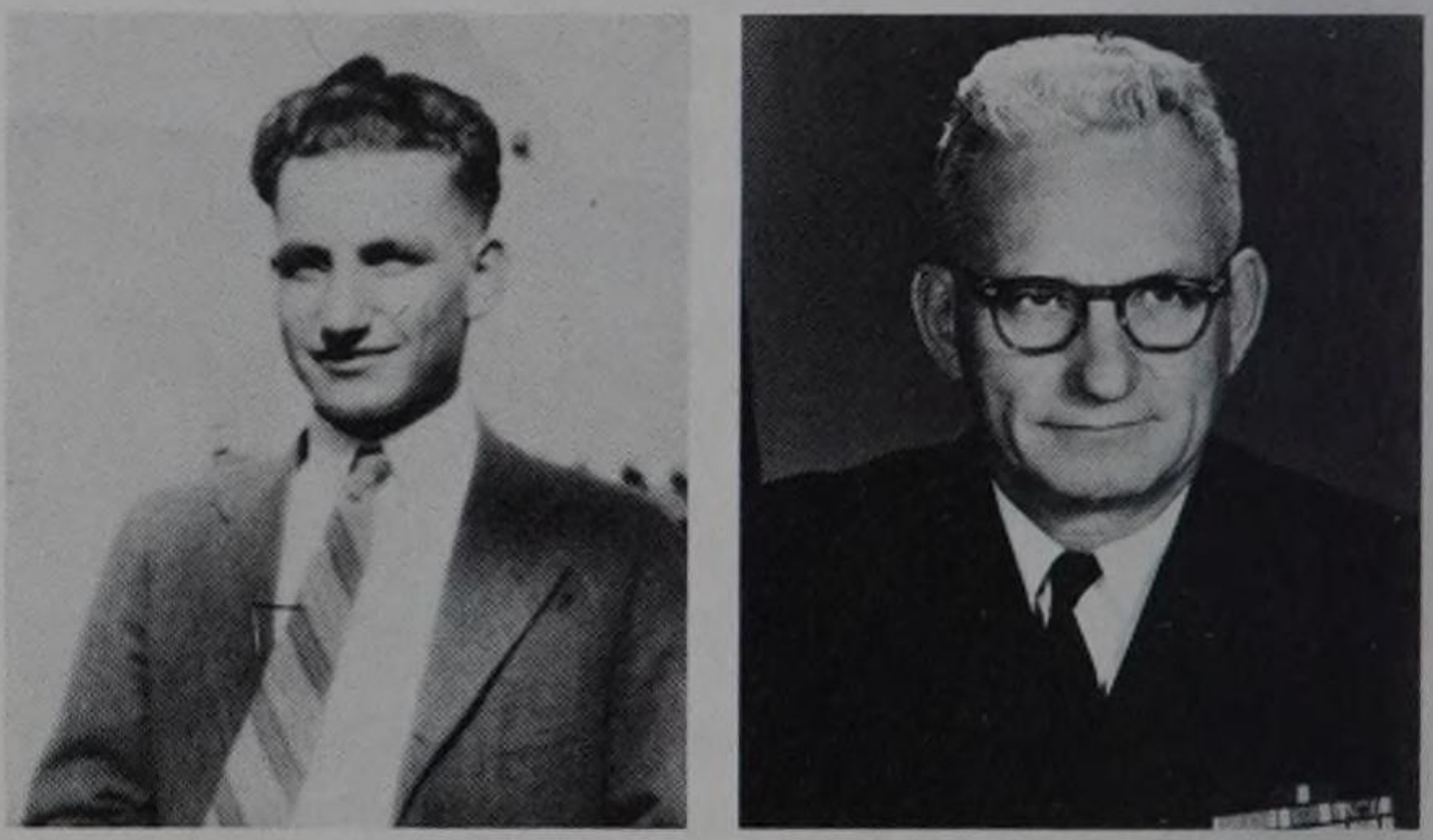
Received following awards: WWII Victory, Good Conduct, American Campaign and Asiatic-Pacific w/ six Stars.

Enlisted as token crew member of the yet unfinished USS *Wisconsin*. Takes great pride in being a battleship sailor all the way.

Married Oct. 12, 1946. Presently retired.

KLEBER SANDLIN MASTERSON, USN (Ret.), Vice Adm., born San Jon Territory of New Mexico in 1908. Midshipman, Naval Academy 1936. Commissioned Ensign 1930. Married Charlotte Elizabeth Parker 1931 (dec'd. 1986). Son Kleber S. Masterson, Jr. Rear Adm., USN (Ret.).

In 1941 was a Lieutenant, Plotting Room Officer of USS *Arizona* (BB-39) sunk at Pearl Harbor. Transferred to her sister ship USS *Pennsylvania* (BB-38). Assistant then Gunnery Officer in ranks of Lieutenant Commander then Commander until detached early 1944. Thereafter advanced through the ranks to Rear Admiral 1957, Vice Admiral 1964. Retired 1969.



Major assignments and commands: Commanded a Destroyer Division, an Attack Transport and their first Guided Missile Cruiser (USS *Boston*); Director of Guided Missiles office of CNO; Commanded Cruiser

Division; Assistant Chief of Naval Operations for Development; Chief of the Bureau of Naval Weapons; Commander of U.S. Second Fleet and Commander Striking Fleet Atlantic (a NATO command); Director of Weapons System Evaluation Group for the Defense Department.

Major Awards: Distinguished Service Medal with Gold Star in lieu of a second Medal; Legion of Merit; Ship Unit Commendation with Bronze Star; and Commandeur Ordre National du Merite (French Award).

The rearmament of the USS *Pennsylvania* is one of the miracle stories of the war and he is proud of his part in it.

EDWIN L. MATATALL, GM 3, born May 25, 1929 in Detroit, MI. Enlisted in USN on April 12, 1948. Discharged from San Diego, CA on March 7, 1952.

Served on both the USS *Missouri* (BB-63) and the USS *Wisconsin* (BB-64) during the Korean War.

Received the Good Conduct Medal, Navy Occupation Service Medal, Korean Service Medal one Star and United Nations Service Medal.

Most memorable experiences: Ship going through the Panama Canal with only inches to spare on each side.

Bob Hope's visit aboard the ship while anchored off the coast of Korea. Gen. MacArthur's visit aboard the ship while anchored off the coast of Korea.

Edwin is married and has five children and 16 grandchildren. He worked in Quality Control for Ford Tractor for 34 years and retired in July 1986.

BOB C. MATHENY, USS *Nevada*, born Dec. 2, 1923 at Clarks, LA. Joined the Navy on July 12, 1941 and took the oath to defend the country at the Naval Training Center at Norfolk, VA.

Matheny reported for duty aboard the *Nevada* on Oct. 17, 1941 and was assigned to the deck division. Matheny's brother, Bill, also served on the *Nevada*. In March 1943 the Navy Department issued orders to separate members of the same family due to the tragedy of the five Sullivan brothers who all died when their ship sank.

Matheny was transferred to the USS *Wadsworth* (DD-516) and stayed with it until the end of the war. He was at Okinawa when the war ended. The *Wadsworth* was ordered to rescue some 120 POWs and transport them to Guam. He attained the rank of GMC. He retired after 21 years service in 1962.

Matheny was married on Oct. 21, 1945 and has five children and seven grandchildren. He retired from Jefferson-Pilot Life Insurance Company on July 31, 1962.

G.P. MATHERSON, (Matt), USS *South Dakota* (BB-57), LCDR, born Dec. 13, 1921 in Salem, MA. Graduated high school in Glendale, CA and enlisted in the Navy January 1941, recruit training in San Diego. Selected for flight training in 1943 and commissioned in 1944. Flew the OS2U off the *Sodak* and was aboard for the signing of the treaty in Tokyo Bay in September 1945.

Served aboard the following ships and stations: USS *Fargo* (CL-106), USS *Yorktown* (CVS-10), Squadrons VN7D8, SOSU#1, VU-10, VP-45 and was stationed at NAS Jacksonville, FL until retirement in 1965 from NATTC.

VERNON A. MATSON, born Aug. 1, 1920, Mayger, OR. Graduated from Wahkiakum High Cathlamet, WA. Enlisted Aug. 14, 1942. Trained San Diego.

On board USS *Pennsylvania* (BB-38) Oct. 12, 1942. Assigned to Log Room. Participated in bombarding Attu and Pacific campaigns.

Transferred to new construction as Yeoman 3/c, assigned Log Room on USS *Okanogan* (APA-220) at Richmond, CA. Commissioned Dec. 3, 1944. Participated in Okinawa invasion. Carried troops throughout the Pacific Islands, Philippines and Japan.

Received following awards: Navy Unit Commendation, Victory Medal, American Campaign, Asiatic Pacific (five Stars) and Philippines Campaign.

Left USS *Okanogan* (APA-220) October 1945 as Yeoman 1/c and was released from active duty Feb. 10, 1946 at Bremerton, WA.

Remembers huge storm in Bering Sea and Typhoon near Okinawa.

Married, one daughter and two grandchildren. Worked 36 years Weyerhauser Co. Twenty-one years as Tallyman.

Retired September 1982. Travels, gardens, fishes and golfs.

CHARLES F. MATTHEWS, USS *California* (BB-44), born Oct. 11, 1923 in San Diego, CA. Enlisted in Navy Dec. 17, 1941 just after Pearl Harbor. Was assigned to the *California* in February 1942 while she lay on the bottom of Pearl Harbor.

First action was cover fire for mine sweeping and beach obstacle clearing the day prior to Saipan invasion. Was talker on lookout circuit for main battery fire control officer. Didn't have much to do, so took in million dollar show of bombardment by USS *Tennessee* and USS *California*. They were at this about two or three hours, when all of a sudden, he saw a yellow plume of water near them. The Japanese had started shooting back. They put several around them. All of a sudden, the lights went out. A shell hit the after side killing the smoke watch and blowing inside, badly wounding him and another guy. He left the ship and spent the next six months in the hospital. Never saw the ship again.

He is married to Nora Matthews. They have two children and four grandchildren. He retired as an electrician after 27 years in Saudi Arabia. Spends his time playing golf and serving Nora as a houseboy. Has fond memories of USS *California* and belongs to its reunion association.

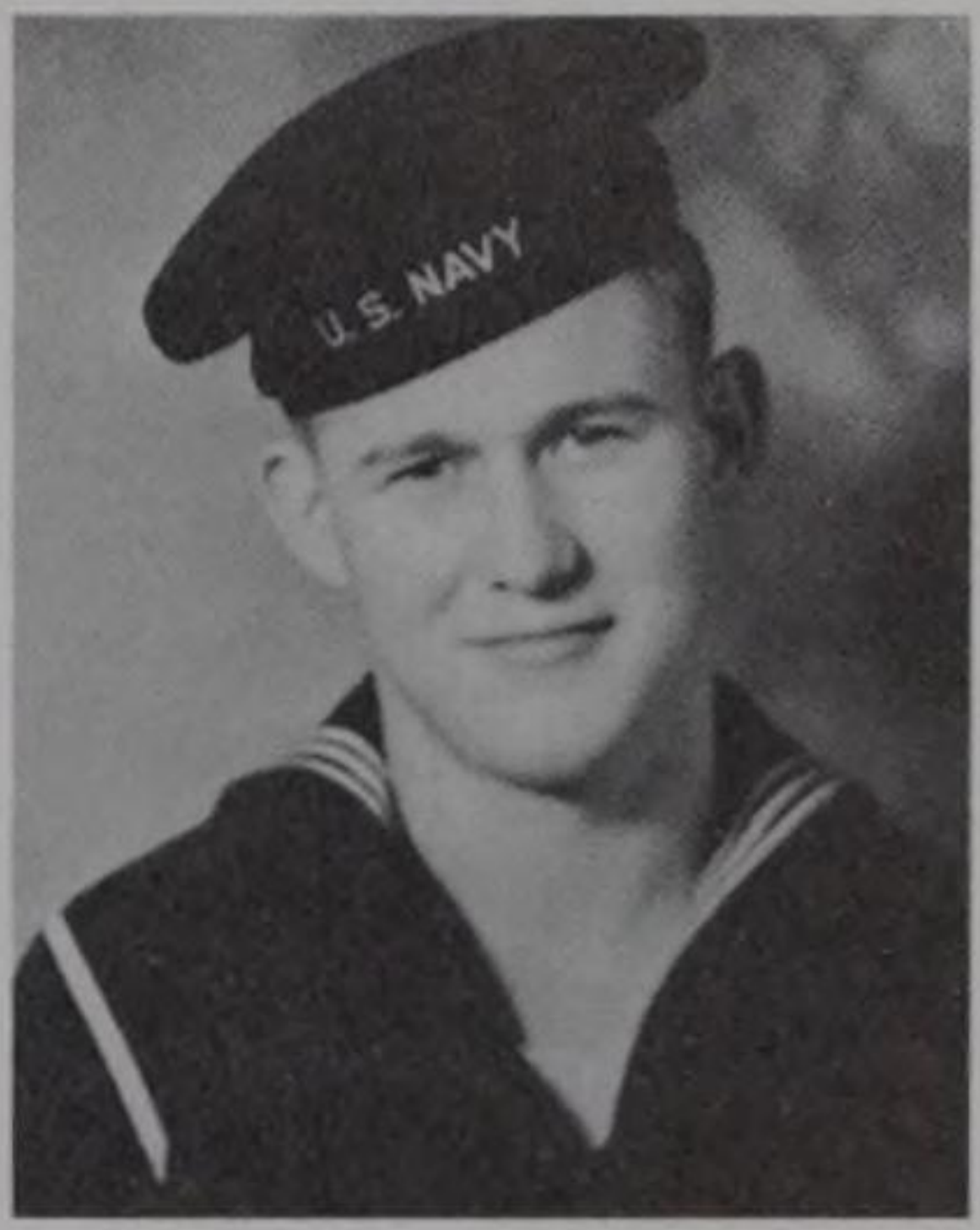
WILLIAM R. MAY, (Bill), S 1/c, USS *South Dakota*, born on July 16, 1924. Service duties consist of the following: Merchant Marines, two trips to Russia, and Navy enlistment in 1943.

After the Great Lakes boot camp training, was assigned to the USS *South Dakota* and participated in every operation from the Gilberts Island to Japan. At Saipan his leg had been injured and years later amputation was required.

He is very proud of his ship's record and honored to attend every reunion at Sioux Falls.

DONOVAN G. MAYHORN, USS *Pennsylvania* (BB-38), Seaman First Class, born Sept. 25, 1923 in Dunkirk, OH. Attended elementary and high school in Dunkirk, leaving at the end of senior year to work in the Pennsylvania backshops in Fort Wayne, IN. Enlisted in the Navy Feb. 17, 1943 and sent to USNTS Great Lakes, IL for boot training (six weeks).

After boot training was sent to NAV Personal Distribution at Pleasanton, CA. On Sept. 26, 1943 was assigned to duty on the USS *Pennsylvania*, where he served until discharge.



While stationed aboard the Flag Ship *Pennsylvania*, took part in the following combat operations: Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake and Okinawa.

When the *Pennsylvania* arrived at Bremerton, WA on Oct. 24, 1945 after earning eight Battle Stars and the Navy Unit Commendation, he stayed on board for six months leaving for Great Lakes to be discharged on Feb. 17, 1946, returning to Dunkirk.

Retired from the railroad, serving the *Pennsylvania*, Penn Central and Conrail for 42 years.

Has also served the volunteer fire department since 18 years of age, being Chief for 33 years.

EDDIE MAYKUT, PFC, USS *South Dakota* (BB-57), born Aug. 17, 1924 in New Britain, CT. Joined U.S. Marines May 17, 1943. Boarded USS *South Dakota* in August 1945.

He celebrated his 20th and 21st birthday on board *South Dakota*. Was on boxing team in 1944 to 1945.

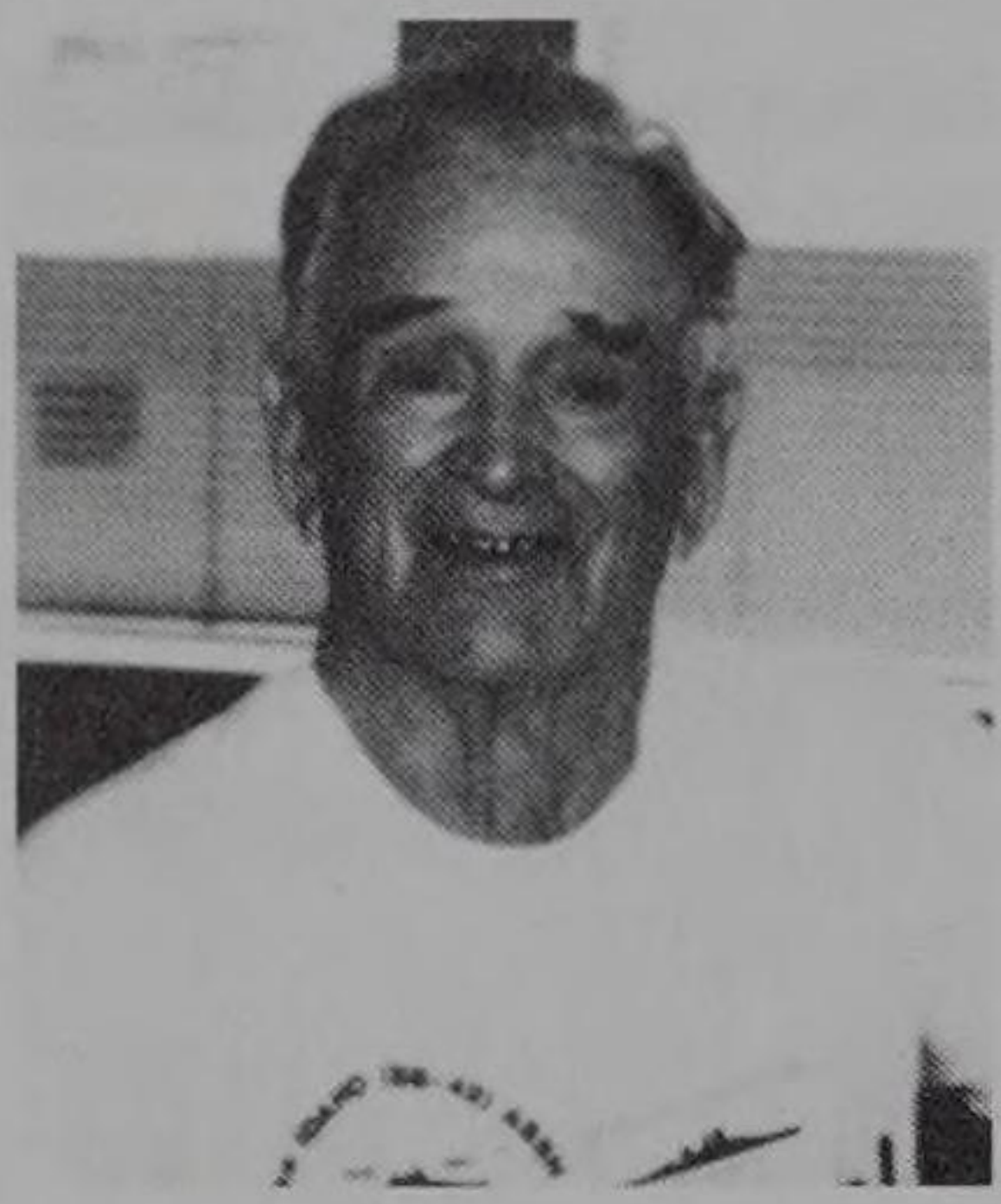
Remembers coming home under Golden Gate Bridge in San Francisco with 3rd Fleet and Adm. William Halsey.

Discharged Nov. 6, 1945.

Eddie is single. Retired in 1983 after 31 years at United Aircraft.

EDWIN McALLISTER, (Pop), S/2, USS *Idaho* (BB-42), born April 8, 1906, Enumclaw, WA. Volunteered into the Navy April 19, 1944. Inducted into active duty April 29, 1944. Assigned to Norfolk, VA for training. After boot camp was assigned to a transport The Sea Pearch heading for the South Pacific. Served as Cook, arriving in Espiritu Santo, New Hebrides Island, assigned to the galley. Cooked until assigned to the USS *Idaho* (BB-42) September 1944.

While stationed aboard the *Idaho* saw the following operations: Western Carolina Islands, Iwo Jima, Okinawa Gunto and received three Battle Stars.



The *Idaho* arrived in Norfolk, VA Navy Yard Oct. 16, 1945 for inactivation. Was discharged and returned home to Wilkeson, WA.

Did odd jobs such as barbering, driving truck and heavy equipment operation. In April 1988 retired from operating heavy equipment.

Now at age 83, he is still working part time.

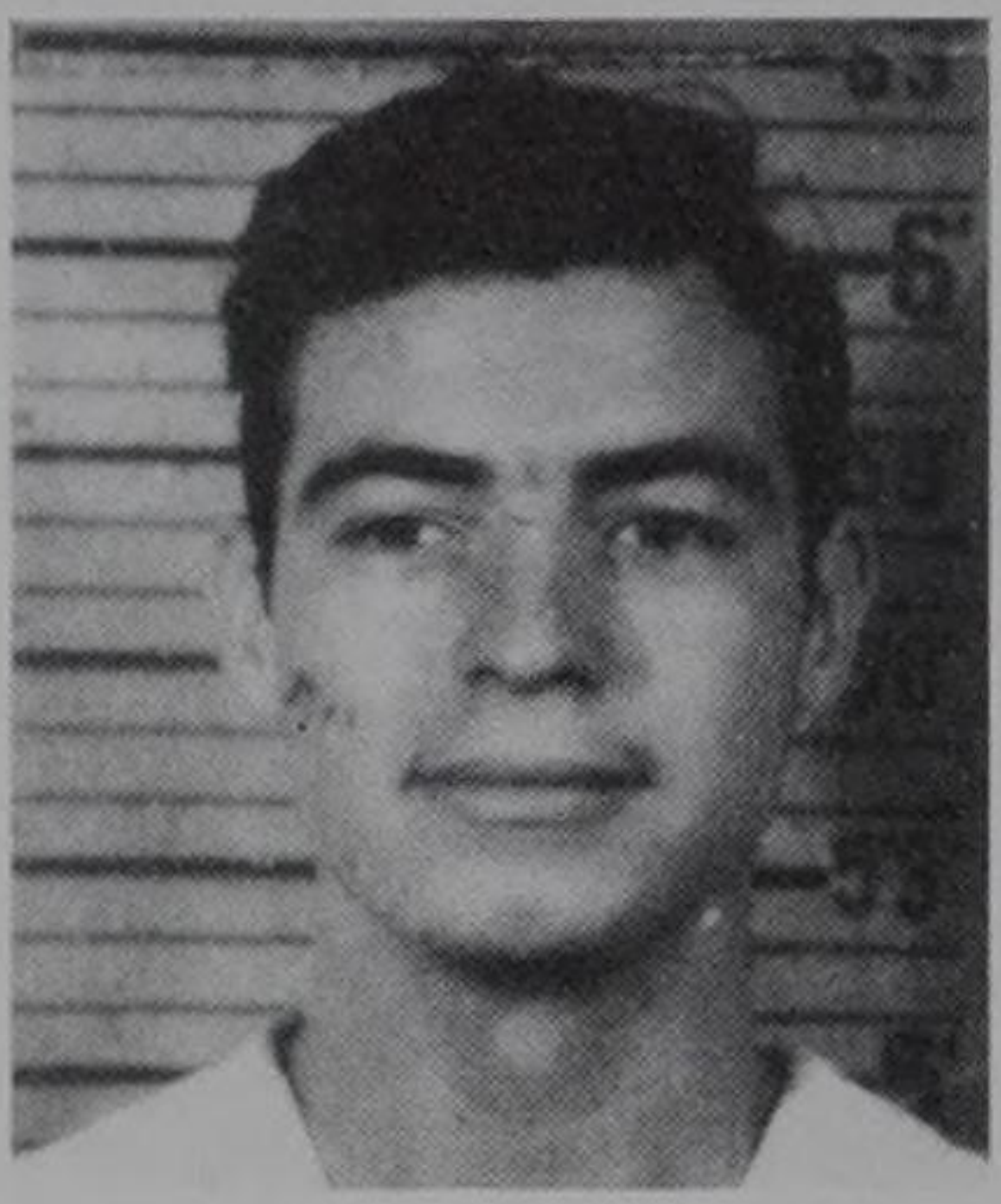
S.G. McALLISTER, USS *Tennessee* (BB-43), born on a farm in a small town in East Texas called Gilmer. Was raised in another small town called Joaquin. There he went to school what little time he was able to go. Somehow he was able to get to the 8th grade.

In 1942, went to Houston, TX and went to work at the ship yard. One day while he was at work he watched a big ship come into the yard. From that moment on he knew that was what he wanted. Quit his job that day, so he could join the Navy. Didn't even know what kind of ship it was.

Went through boot camp in San Diego, CA. From there went to Bremerton, WA. In May of 1943, went on board the USS *Tennessee* (BB-43). Was discharged in New Orleans. He is now retired form the Cont. Can Co. with 30 years.

GEORGE F. McCARTY, USS *Iowa* (BB-61) Master Chief Damage Controlman (DCCM), born Dec. 26, 1927 in Marshallville, Macon Co., GA. Attended Yatesville, GA high school. Enlisted in the Navy for a minority term in 1945 and sent to NTC San Diego, CA for recruit training.

Served in the following ships and stations, USS *Iowa* (BB-61) 1945-46, USS *Columbus* (CA-74) 1946-47, USS *Topeka* (CL-67) 1947-48, USS *Timbalier* (AVP-54) 1949-50, USS *Telfair* (APA-210) 1950-51, UDT TRA Team 1951, USS *Noble* (APA-218) 1951-53, USS *Fort Marion* (LSD-22) 1953, USS *Iowa* (BB-61) 1953-55 (2nd tour), USS *Columbus* (CA-74) 1955-58 (2nd tour), NAS Cecil Field, FL 1958-60, USS *Independence* (CVA-62) 1961-64, USS *Cadmus* (AR-14) 1964-66, USS *Albany* (CG-10) 1966-67, USS *Tidewater* (AD-31) 1967, NAS Norfolk, VA 1967-71, USS *America* (CVA-66) 1971-74, Fleet Mine Warfare Training Center Charleston, SC 1974-76.

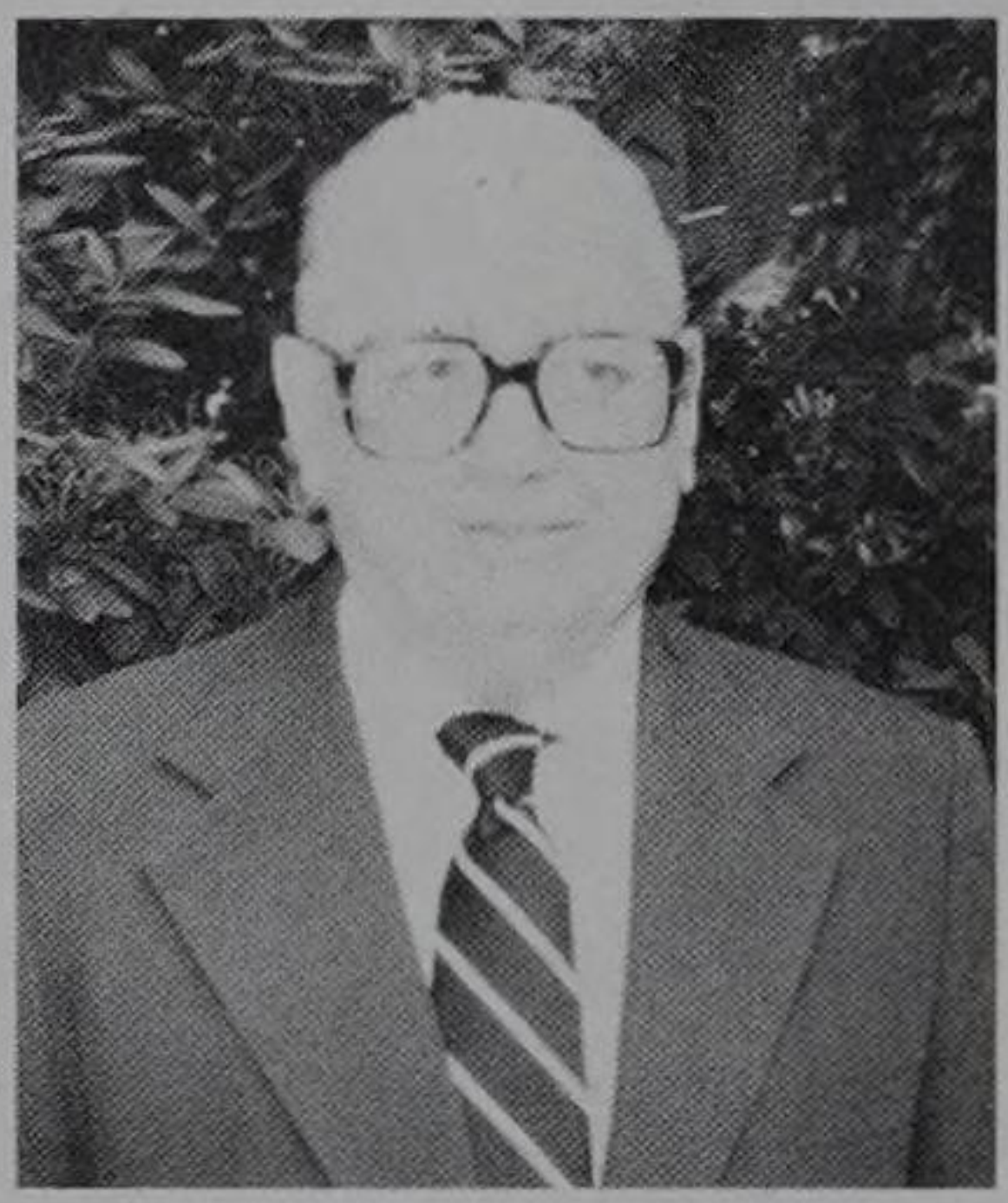


While serving in the above ships participated in WWII occupation of Japan including Hiroshima and Nagasaki, the Korean War, the Cuban Blockade, the Mediterranean Sea during the Israeli-Arab crisis of 1967 and in Vietnam (Tonkin Gulf). During the above service earned numerous awards, campaign and service medals.

Transferred to the retired list April 1, 1976 while serving as Master Chief Petty Officer of the Command, Fleet and Mine Warfare Training Center, Charleston, SC.

JAMES P. McCORMICK, GM 1/c, USS *Wyoming* (BB-32), born May 4, 1921 in Latrobe, PA. Enlisted in Navy July 17, 1942. Discharged Oct. 2, 1945.

Taught anti-aircraft battery to most of the large ships in the Navy.



Married Patricia H. Murray Aug. 21, 1942. They have three children and three grandchildren. Retired March 1, 1979 as a manager.

LINDLEY ROY McDOWELL, JR., USS *Maryland* (BB-46) Boatswain's Mate 2/c, born Dec. 8, 1915, in Shade Township, Somerset Co., PA. Attended Cairnbrook, PA grade schools and Shade Township High School. Registered for Selective Service Oct. 16, 1940. Enlisted in the Navy Oct. 23, 1940, for a six-year term at Pittsburgh, PA. Sent to Naval Training Station, Newport, RI, for six weeks of training.

Went aboard USS *Maryland* at Long Beach, CA in December 1940 and served aboard her into June 1946. The morning of Dec. 7, 1941, was on the boat deck drying clothes under the stack when he saw the Jap planes coming in over the harbor. Watched bombs fall on Ford Island and saw the flame and smoke arise from their impact. Carried ammunition to 5/25s during attack.

Crossed equator Nov. 12, 1942. Arrived Fiji Islands Nov. 16, 1942. Arrived Efate, New Hebride, March 14, 1943. Tarawa, Gilbert Islands Nov. 20, 1943. Kwajalein Jan. 31, 1944. Saipan-Tinian June 14, 1944. Palau Sept. 12, 1944. Leyte Gulf Oct. 19, 1944. Okinawa March 25, 1945. Eight major engagements in all. Ship was on Magic Carpet duty after Jap surrender. Spent this time at Mauna Loa Ridge, HI. Helped put ship in mothballs at Bremerton, WA. Was transferred from there in June 1946 to Yokosuka Naval Station, Japan, where he went aboard (DD-833) USS *Herbert J. Thomas*. Discharged from service Nov. 27, 1946, at receiving station San Diego, CA.

Settled in Akron, OH, December 1946. Worked at construction out of Local #219 Plumbers and Pipefitters. Retired at age 65 in 1980. Enjoying retirement, especially sleeping in mornings.

AUBREY McGINTY, (Mike), USS *Pennsylvania*, born Dec. 10, 1923, Bee Branch, AR. Enlisted in U.S. Navy November 1941 at Little Rock, AR.

Served aboard USS *Pennsylvania* 1941 to 1945. Other ships served on USS *Starr* (AKA-67), USS *New Jersey* (BB-62), USS *Topeka* (CL-67). Discharged from USN March 1947.

Medals and citation received: Navy Unit Citation, American Area Medal, Philippines Liberation, American Defense, WWII Victory, Good Conduct and Asiatic-Pacific Medal with 12 Stars.

McGinty retired as a police sergeant from the Utica, MI Police Dept. after 26 years of service. He and his wife then moved back to Arkansas in 1989. After 44 years of marriage his wife died of a heart attack. He now attends his ship reunions, likes to fish and hunt plus C/W dancing.

CHARLES E. McGUCKIN, USS *Tennessee* (BB-43), Y 2/c, Gunnery Office, born June 13, 1923, in Houston, TX. Graduated from St. Thomas High School in 1940. Enlisted on June 9, 1941, boot camp in San Diego.

August 1941, went aboard the USS *Tennessee* and was at Pearl Harbor on Dec. 7, 1941. Stayed on board for three years, through five engagements. Transferred to NTAC for V-12 training. After 12 months transferred to T.C.U. Discharged on Navy Day in 1945.

Married Ruth Jasper in June 1946. Graduated from T.C.U. in 1947. Returned to Houston to work in public accounting. Passed the C.P.A. exam in 1954, and started own accounting practice. Sold that in 1978 and moved to his farm to raise cattle. Recently moved back to Houston and is now working part-time in own accounting firm. Has five children and seven grandchildren (so far) and is enjoying semi-retired status. Looking forward to the 14th reunion of *Tennessee* sailors, this one to be in San Francisco. Have missed only two of the previous reunions.

L. RAYMOND McKINLEY, USS *Idaho* (BB-42), MM 2/c, born Jan. 10, 1918 in Aurora, MO. Attended elementary and high school in Aurora. Entered U.S. Navy upon graduation. Recruit training Great Lakes, IL. Served entire Navy time on USS *Idaho*. Discharged Aug. 8, 1940 in Long Beach, CA.

Was member of Peacetime football teams on the *Idaho* in 1937, 1938, and 1939. Was member of racing whaleboat crews three years. First battle station was lower handling powder room of #2 turret, Ensign (at that time) Slade Cutter in charge. Popularly known as All American from Academy, also Heavyweight Boxer.

Fired steam locomotives for Southern Pacific Railway Co., out of West Oakland, CA, later schooled for Marine Engineer's License in the Merchant Marine Prep Schools, eligibility due to Navy training. Advanced to rating of Chief Engineer, Steam and/or Diesel, any Horsepower, any Ocean. Saw action during WWII in all South Pacific Action, Korean and Vietnam.

Most memorable moments are when the *Idaho* ran aground on the continental divide in the Panama Canal in 1939, winning the Olympic race (Whaleboat) in 1938, playing for football championship of Fleet against USS *New Mexico* in 1939, and winning inter divisional heavyweight championship one time on the *Idaho*. Enjoyed seeing world ports throughout the East, Europe, etc. as Merchant Marine.

Retired as Home Builder in Seattle, WA after 27 years. Interests are music, old friends, guitars and their collection.

Wife and one daughter as family.

HENRY H. McKINNEY, Chief Boiler Tech., USS *Nevada* (BB-36), born Feb. 24, 1917 at Welch, OK. Enlisted USN on March 11, 1938. Was sent to San Diego, CA for basic training. After training was assigned to the USS *Nevada* (BB-36) for duty.

Reported aboard June 20, 1938. Served entire WWII on the *Nevada*. After WWII the *Nevada* was used for transporting Sea Bees and troops back to the States from the Pacific Islands. In 1946 took the *Nevada* to Bikini for the atomic bomb test. Ship was painted red for the target ship. *Nevada* was decommissioned at Kwajalein Aug. 29, 1946, at which time was transferred and assigned to another ship.

First year aboard the *Nevada*, served in deck force as Seaman Second Class. Then was transferred to the B Div. and was Chief Boilerman at time of departure from the ship.

Could recite many interesting and true stories about the *Nevada*, at Pearl Harbor, Aleutian Islands, North Atlantic convoy duty, Normandy landing and afterward the big beach guns at Cherbourg, Southern France where they used a salvo from the big guns on the Castle of Monte Christo, meeting the Pacific fleet at Mog - Mog Atoll, Iwo Jima, and finally the Okinawa campaign, and of course the Bikini bomb test after the war.

Equally interesting was the many duties he served after the decommissioning the *Nevada*. He retired June 1, 1959 as Chief Boiler Technician.

In between ships, Dec. 21, 1954 to Sept. 15, 1957 was on recruiting duty at Little Rock, AR. The most memorable experience was the Normandy events.

Since retiring June 1, 1959, he came to Missouri and purchased a farm. In 1961, his wife had cancer and recovered until 1969 had cancer of a different type and passed away. He remarried in October 1971 and has been married 18 years to present wife. Since retiring, sold the farm and went into real estate, is still a R.E. Broker, lives 17 miles out of Mountain Grove on 11 acres and is enjoying country life. He is 73 years old and in excellent health.

SAMUEL McKINNEY, S 1/c, USS *Indiana*, 6th Div., born Nov. 26, 1925, Bakersville, NC. Sam enlisted in the Navy in November 1943 at age 17. After four weeks of boot camp at San Diego he served in the port 5" battery of the USS *Indiana* for the remainder of the war. During this period the *Indiana* participated in six major campaigns of the Pacific including the occupation of Japan in September 1945. Sam was honorably separated from the Navy in November 1945.

After serving three years in the U.S. Merchant Marines, Sam married his lovely wife Ellen on Dec. 3, 1949 while attending East Tennessee State University in Johnson City, TN.

Sam worked for private industry as purchasing agent until May 1967 when he re-entered government service as contract specialist for the Defense Department. He retired from the Space and Naval Warfare Systems Command on his 60th birthday, Nov. 26, 1985. At his retirement ceremony Sam was awarded the Navy Civilian Meritorious Service Medal for his performance as Senior Contracting Officer for a major defense program.

Sam and Ellen have three children. They reside at their home in Jonesboro, TN and spend most of their time at golf, bowling, traveling, etc.

PAUL GAYLON McLAIN, Musician 2/c, USS *Alabama* (BB-60) born Aug. 1, 1923 in Fort Wayne, IN. Plays the EB Alto Saxophone and Bb Clarinet. Inducted July 17, 1943. Service Schools completed Flt. Ser. Sch. (Music Refresh) San Diego, CA. R/S NYD Washington D.C. (Refresh Course).

Service vessels and stations served on: NTS Great Lakes, IL, USS *Alabama*, NAS Astoria, OR, PSC USNB Bremerton, WA.

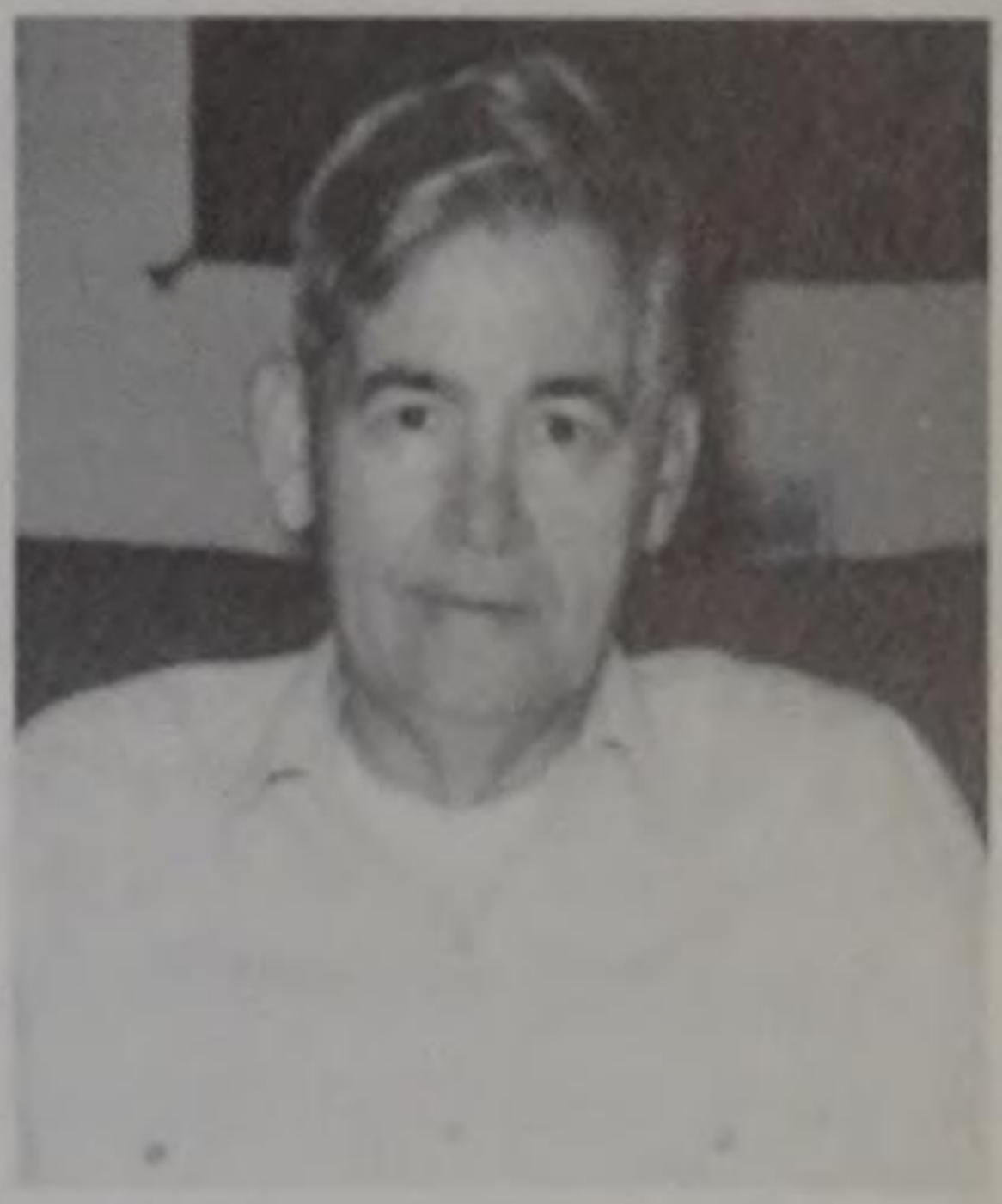
Awards/medals: Asiatic Pacific Area Campaign Medal (13) Stars and the WWII Victory Medal.

Discharged July 16, 1946.

Bob Feller, baseball pitcher Cleveland Indians, was Chief Fire Control on the *Alabama*. In typhoon, Captain's gig was washed over the side. When they had to go down to the galley for Joe, made it the way they liked it: some wanted it black, some with cream, some with cream and sugar, so they made it the way they wanted it when it was their turn to go get it. One night the sky was lit up with parachute flares dropped by the Japanese on the fleet, but they were not discovered.

Graduate Bachelor of Music Education Degree Chicago Musical College 1950. Grade Master of Music Education Degree Willamette University, Salem, OR 1963. Music Instructor Pisgah Consolidated Schools Pisgah, IA 1950-1952. Music Instructor South Bend Public Schools, South Bend, WA 1952-1953. Music Instructor Sweet Home School District #55, Sweet Home, OR, 1953-1984. Now retired.

JAMES McMAHON, SC 1/c, USS *South Dakota* (BB-57), enlisted 3rd Naval District New York Jan. 21, 1942. Trained in Newport, RI. March 1942 commissioned USS *South Dakota* (BB-57) Philadelphia Navy Yard.



Participated in the following engagements: Oct. 26, 1942 - Battle of Santa Cruz - 32 enemy planes downed; Nov. 14-15, 1942 - Guadalcanal 3rd Savo - three cruisers sunk - others damaged, *South Dakota* suffered 42 major cal. hits; December 1942-February 1943 - returned to Brooklyn, NY Naval Yard for repairs; June-July 1943 - operated with British fleet - Atlantic North Sea Scapaflow - Norway-Bear Island; November 1943 - Gilbert Island landing and occupation; December 1943 - bombardment - Nauru Island; Jan. 29, 1944 - took Marshall Islands; Jan. 30, 1944-March 30, 1944 - bombardments Roi and Namur Islands - strikes on Guam-Saipan-Tinian Islands-Palau-Yap and Woleai Islands; April 21-22, 1944 - landing and occupation Hollandia, New Guinea; April 29-June 21, 1944 - strike on Truk Islands; July 1944 - returned Bremerton Navy Yard - repair/overhaul; August 1944 - placed on limited duty Brooklyn Navy Yard - assigned Special Devices School-Washington, D.C. for training - Radio City Museum of Science and Industry New York - became home for Naval Special Devices show; July 31, 1945 - discharged - Lido Beach, NY. Served three years, six months, ten days USS *South Dakota*. Received Presidential Unit Citation.

His most unforgettable moment in the Navy: "Passing the Statue of Liberty December 1942".

MARTIN J. McMANUS, Capt., USS *Idaho* (BB-42) born in Toledo, OH March 24, 1919.

Catapult Officer in action at Kavieng, Saipan, Guam, and Peleliu. Made assault landing in the first wave as a NGLO on Okinawa with 593rd JASCO attached to the 96th Army Inf. Div.

Remained in Ready Reserve after war. In 1959, ordained Roman Catholic Priest. In 1971, commissioned Captain, JAG Corps USNR. Became drilling member of VTU of Washington Naval Reserve Law Unit. June 11, 1979, retired with pay at age 60, from the United States Navy as Captain, JAG Corps USNR.

Education includes BA Degree, JD degree, and three earned Doctorates in Law, Canon Law, and Theology.

Civilian career included the following positions: active Roman Catholic Priest, Professor of Law, Law School Dean, Government Lawyer, and private practice of law.

Currently, United States Administrative Law Judge with the Department of Health and Human Services.

LAWRENCE LESTER McNABB, Machinist Mate 2/c, USS *Pennsylvania*, born Feb. 20, 1920 Melvern, KS. During attack at Pearl Harbor, spent all day at battle station in the "B" Div. pump room. When finally came topside things really looked disastrous. Smoke was coming from ships at "Battle Ship Row" and the Destroyers USS *Casin* and USS *Downes* turned over in the drydock the *Pennsylvania* was in. Were fortunate to have moved into the drydock before the attack, otherwise may have been torpedoed. They were hit by a bomb and a torpedo tube from USS *Downes*. There was also severe strafing. Seventy six were reported killed. One fireman in his division, P.L. Vanderpool, was killed while attending the Donkey boiler on the dock.

They were issued equipment and told they may be called out to fight hand-to-hand with Japs that may be invading the Island. Luckily they never did!

Lawrence was at Bikini Atoll on board the USS *Benevolence* (AH-13) and a witness to Atomic blast #4 and #5.

Enlisted in the U.S. Navy April 7, 1939 and was discharged Oct. 27, 1959. Served on the following ships: USS *Pennsylvania* (BB-38), USS *Prometheus*, USS *Bray* (DE-709), USS *Benevolence* (AH-13), USS *Duluth* (CL-87), USS *Columbus* (CA-74), USS *Noa* (DD-841), USS *Gen. J.C. Breckinridge* (TAD-176).

IRVIN LAWRENCE McNALLY, USS *Pennsylvania* (BB-38), born on Nov. 30, 1909 in Minneapolis, MN. Attended school in Anoka and graduated from the University of Minnesota with a BEE degree.

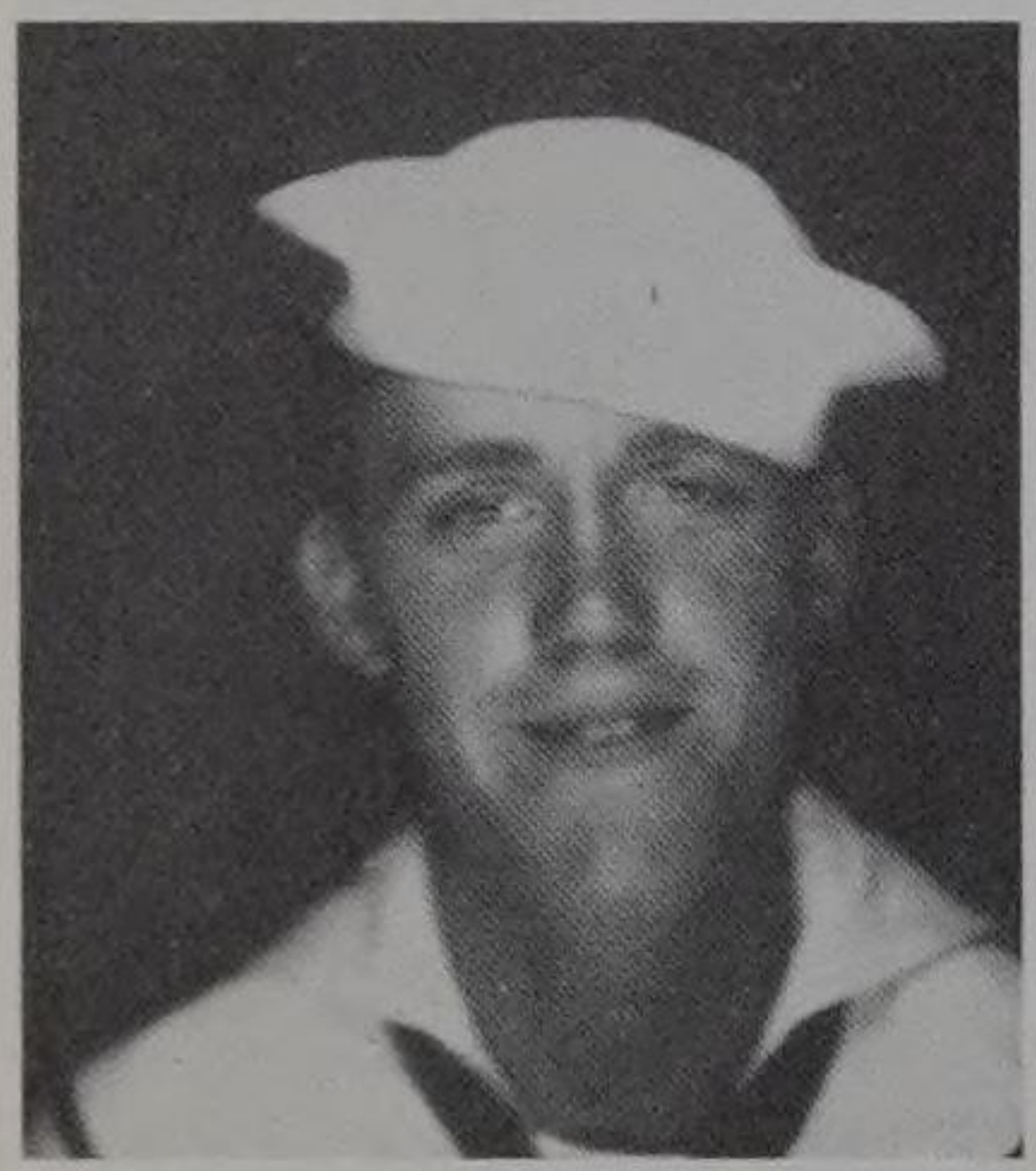
On Oct. 1, 1931, enlisted in the Navy and served on the Flag radio complement until he made Warrant Radio Electrician in 1937. Served three years on the Asiatic Station and then returned to the Naval Research Laboratory for Radar training. Was back on the *Pennsylvania* during the attack on December 7. From 1943 until he retired in 1956 as a Commander, served in Search Radar Design in the Bureau of Ships.

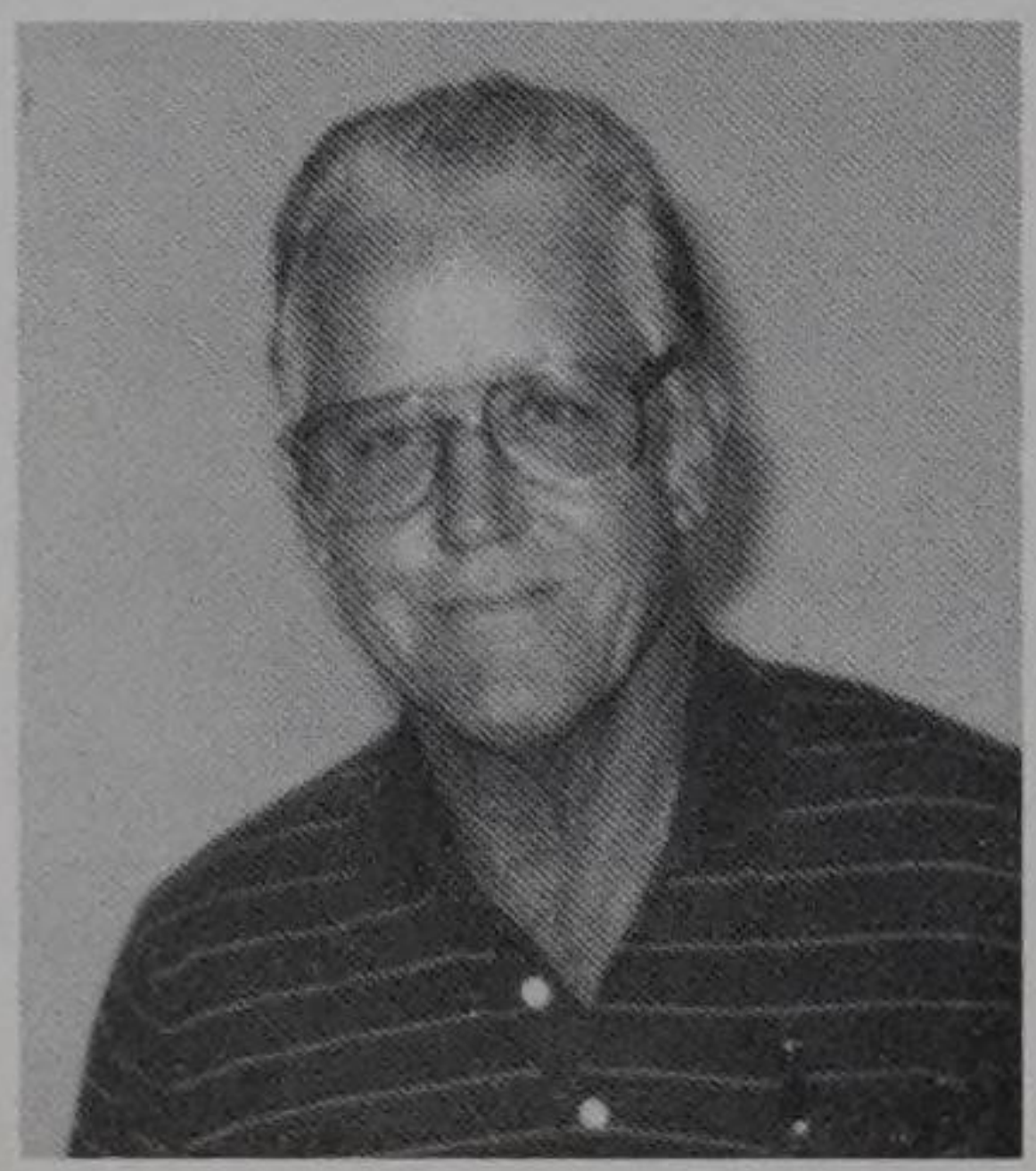
After retirement, served as a consultant to the Justice Department on litigations involving electronic aids to navigation in Maritime disasters.

He has one son who served a hitch as an ET. His ham radio call is K6WX.

LeROY McPHERSON, S 1/c, 11th Div., USS *Tennessee* (BB-43), born Sept. 28, 1924. Entered the Navy in January 1943 immediately upon graduation from John H. Reagan High School and attended boots in San Diego. Upon completion of boot camp went aboard the USS *Tennessee* at Bremerton, WA.

The *Tennessee* participated in all major campaigns in the Pacific starting in the Aleutian Islands to landing of troops at Wakayama, Japan, earning ten Stars plus the Navy Unit Commendation Ribbon. Was discharged at Camp Wallace, TX in January 1946.

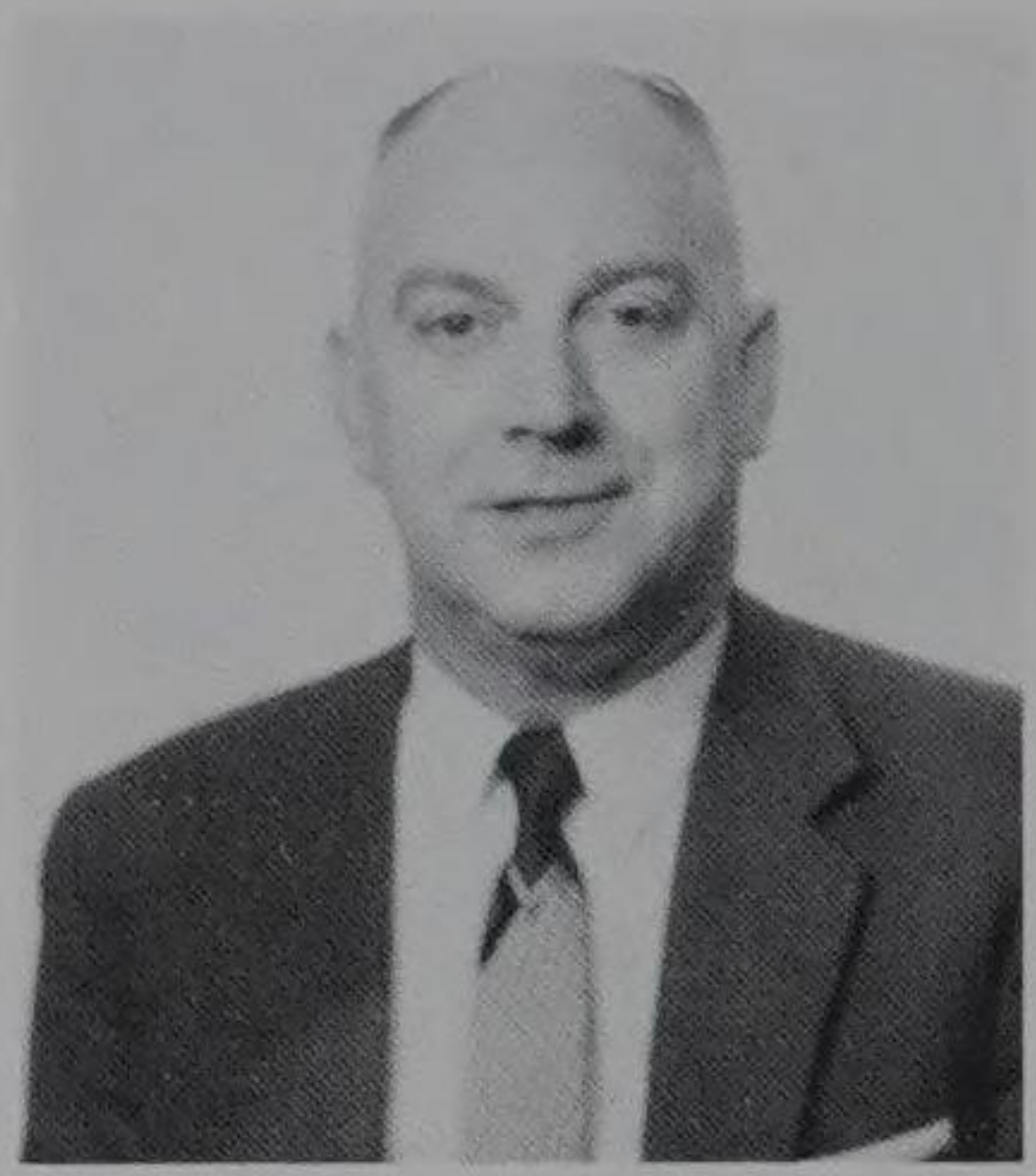




The *Tennessee* was decommissioned in 1947 and was scrapped at Baltimore, MD in 1959.

Wife Betty and he reside in Katy, TX. He retired from Exxon Co., U.S.A. in August 1986 after 36 years of service. They have two children. A son Darren, 19 years old, who is in his second year at the U.S. Naval Academy at Annapolis, MD. He is a starting pitcher on the Academy Baseball Team. Their daughter, Melanie, 23 years old is married with two sons, Matthew age three and one-half and Jacob age two. Her husband Brian Braswell is a Lieutenant in the Air Force stationed at Laughlin Air Force Base at Del Rio, TX where he is an instructor pilot teaching new cadets to fly T-38 Jets.

PATRICK J. McWEENEY, USS *North Carolina* (BB-55), born Sept. 22, 1908 in County Leitrim, Ireland. Enlisted in the USN on Feb. 5, 1941. Served aboard the USS *Indiana*. Located at the Alameda, CA and Fallon, NV Naval Air Stations.

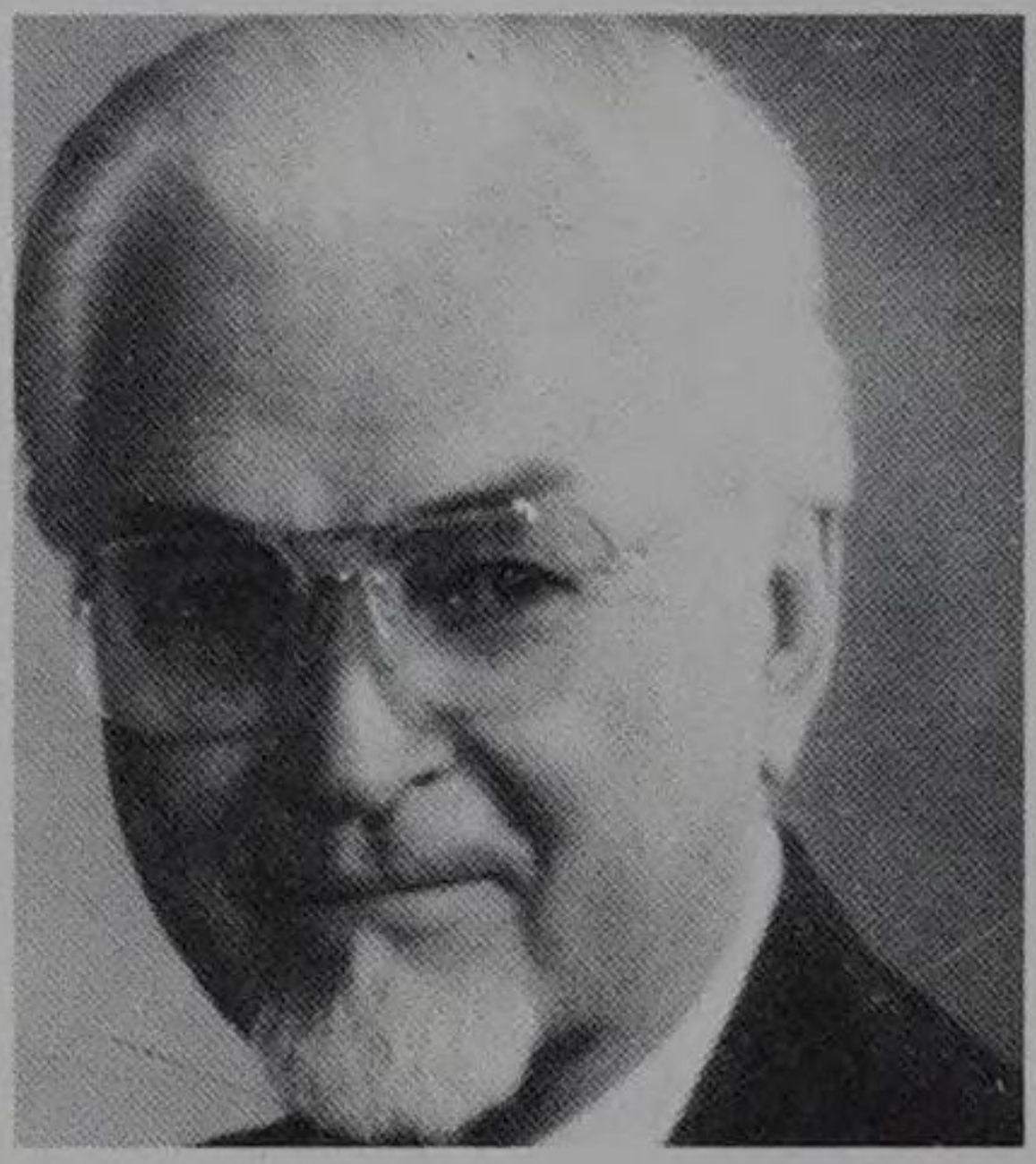


Received the Good Conduct Medal, American Campaign Medal, Asiatic Pacific Campaign Medal and WWII Victory Medal. Was a gunnery Sharpshooter and received a commendation for preventing a probable fatal aircraft accident. Was discharged on Oct. 18, 1945 as an Aviation Machinist Mate 2/c.

Has worked as a carpenter and locksmith for the General Services Administration and as a private contractor. Retired in September of 1977.

FRANK WESLEY MEDLOCK, Lt. Cmdr., enlisted July 2, 1928 at Augusta, GA. Recruit training at Norfolk, VA. First duty at Receiving Station, Navy Yard, Washington, D.C. While on this duty, in 1931, met and married Olive Edna Litz, beloved wife of 58 years (and still counting).

Duty in USS *Mississippi* (BB-41) 1932 to 1936. On BATDIV 3 staff as Admiral's Writer (Y 1/c) in flagships *Idaho* and *New Mexico* to June 1937.



Began WWII service on board USS *Pelias* (AS-14) at Pearl Harbor and then WESPAC, at Perth, West Australia. Served in USS *Maryland* (BB-46) in SOWESPAC Area to April 1945. Had shore duty to May 1947.

In May 1947 to Staff, DESFLOT 3 at Tsingtao, China, then DESFLOT 1 at San Diego to 1949. On staff, COMELEVEN until May 1951 then to Iceland Defense Force, Keflavik, Iceland to May 1952. Promoted to LCDR Jan. 1, 1954 while serving as Executive Officer, Flag Administrative Unit, CINCLANT, Norfolk, VA.

Other ships served in: USS *Northampton* (CA), USS *Ellis* (DD) and USS *Wainwright* (DD).

Retired at San Diego, Sept. 2, 1958 as LCDR.

Remained in San Diego in civilian employment until October 1974 when they moved to Aiken, SC.

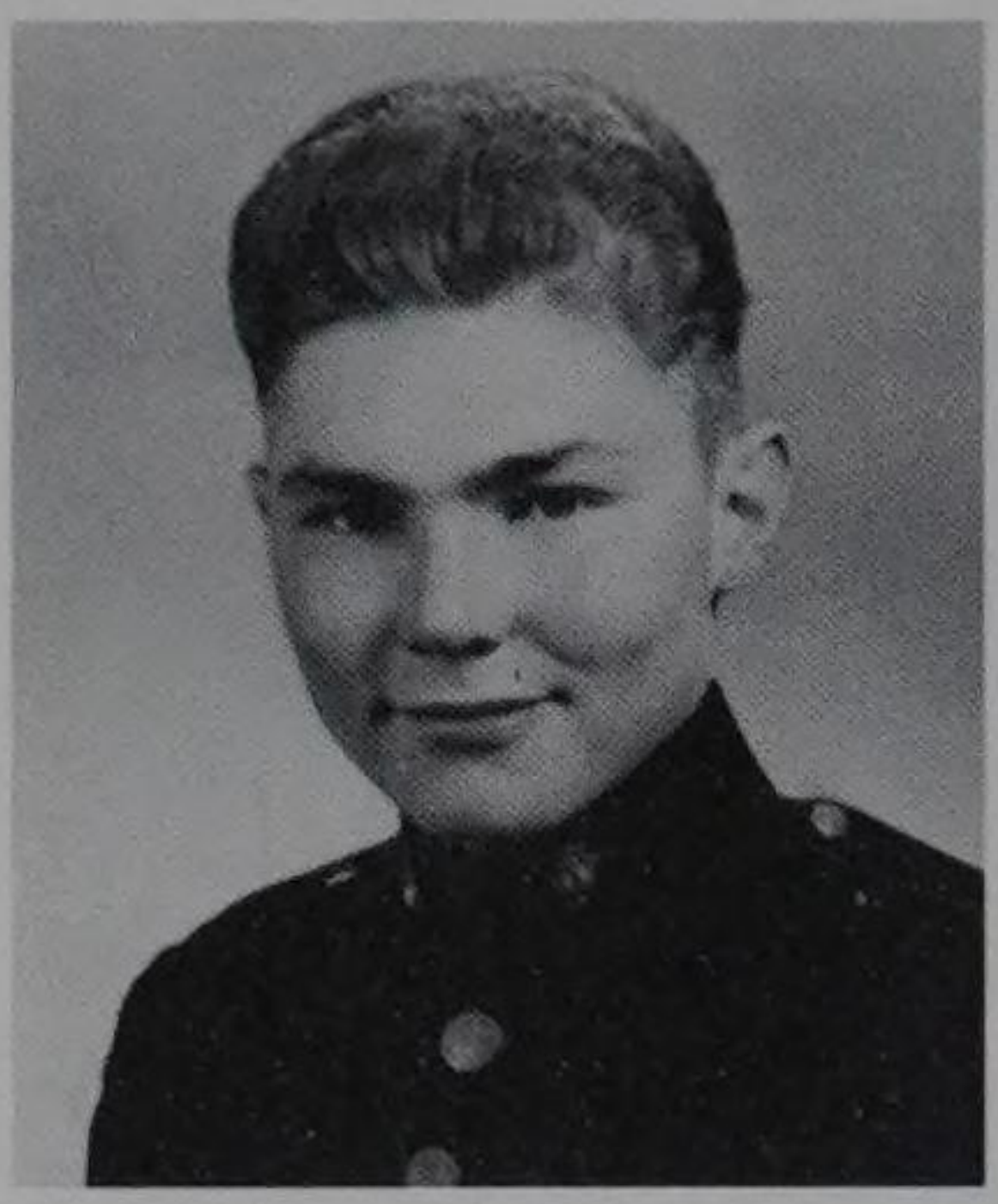
Member: FRA, TROA, MOWW, NAUS and a Plank Owner of The Navy Memorial, Washington, D.C.

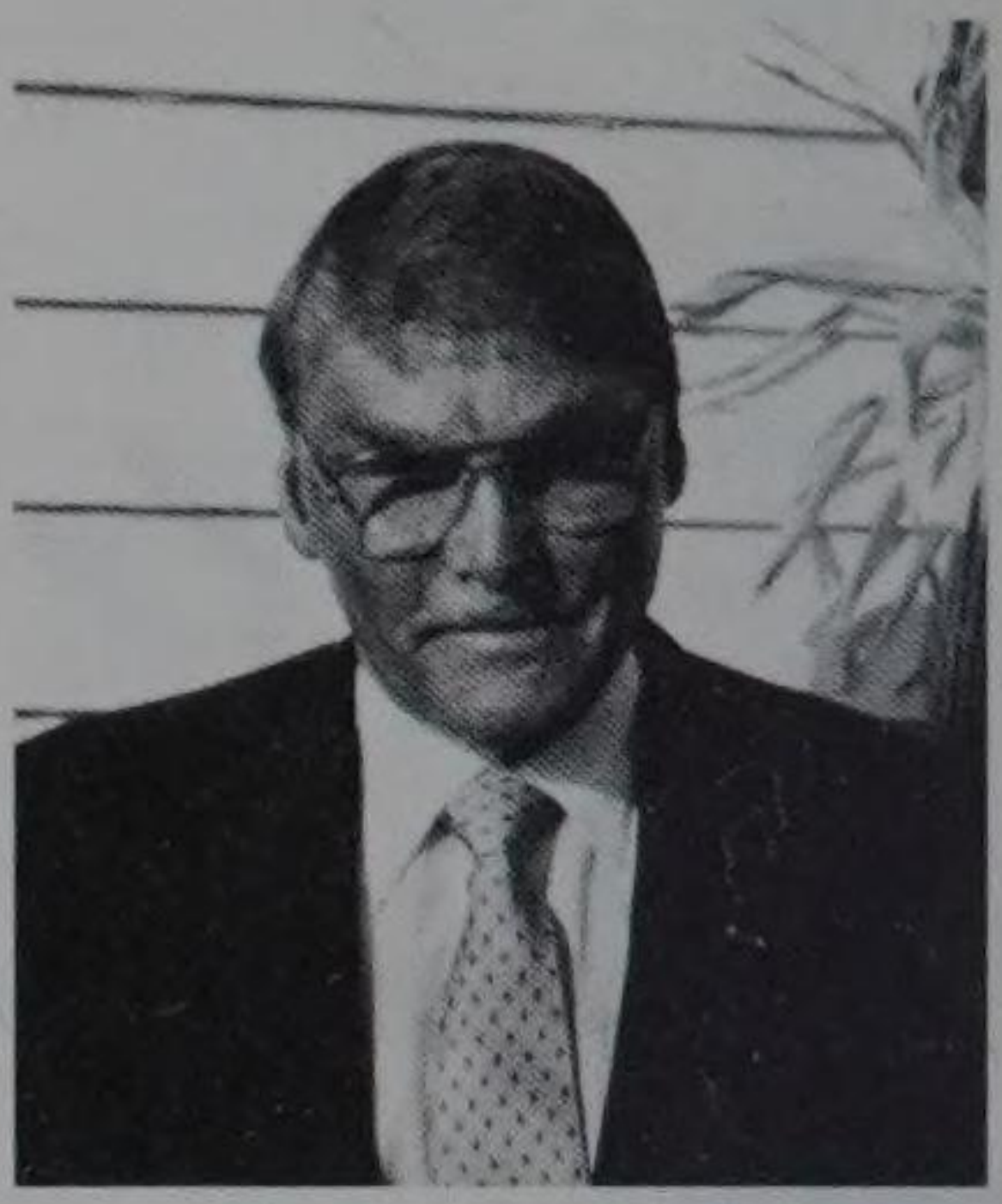
HARRY L. MEHL, USMC, USS *Tennessee* (BB-43), born Jan. 25, 1925 at Normal, IL.

On Friday, at the age of 17, graduated from high school. The following Monday morning joined the Marines.

After three day train trip, boot camp, and guard duty at Bremerton, WA ended up in a Guard Battalion in Dutch Harbor, AK. Felt the world was passing him by. Chance to escape came when the USS *Tennessee* arrived needing 13 replacements.

Always wanted to be a sea going Marine but was too short for sea school. Through a friend in the office finagled his way on board.





Life was always interesting on the *Tennessee*. He was a gunner on a 20mm and, being topside, got to see the sea in all its moods.

The comraderie of the Marine Detachment was something special.

For the next 18 months they were always going some place. To Kiska where the Japs had left ahead of them, to the invasions of Tarawa, Kwajalein, Eniwetok, Saipan, Guam, Tinian, Angaur and Leyte, the bombardment of Kavieng and the Battle of Surigao Straits.

After a 20 day leave, they were on their way to Iwo Jima.

On April 1, 1945 they invaded Okinawa. On April 12, 1945 they were hit by a kamikaze which killed 22 men and wounded 107. Of five man crew, only he and Sgt. Baldwin survived. He was seriously wounded and spent the next year in Oakland Naval Hospital.

Married a former WAVE. They have three children.

HAROLD P. MEIGHEN, Electrician's Mate 1/c, USS *Pennsylvania*, born Jan. 29, 1914 in Detroit, MI. Was raised in Jackson, MI and graduated from Jackson High School May 26, 1933.

Came aboard the USS *Pennsylvania* on Jan. 11, 1936 from USNTS, Great Lakes, IL after 12 weeks of boot training. Was assigned to the 2nd Div. where he served until being discharged as a Seaman 1/c in August of 1939.

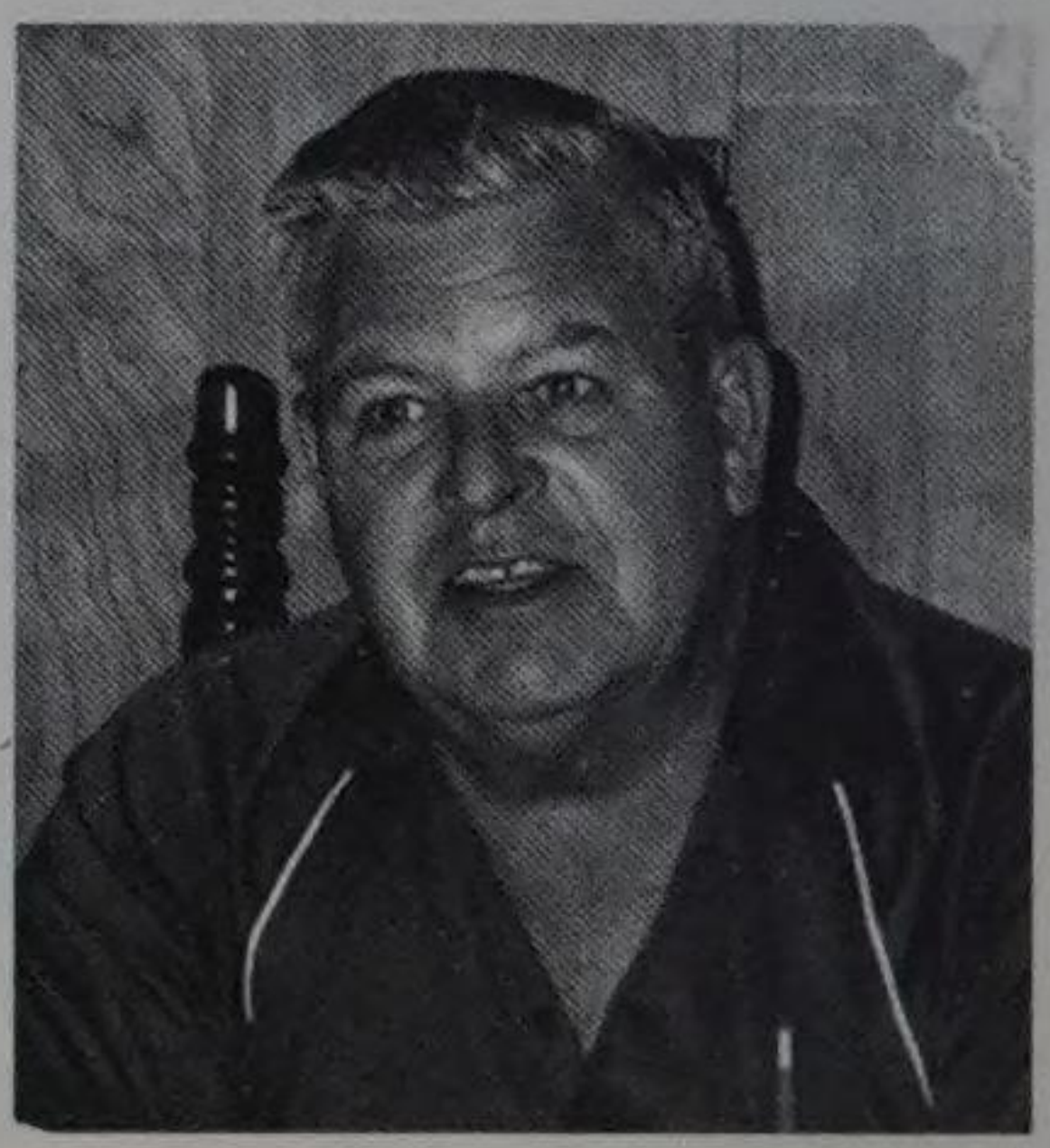
Re-enlisted on March 8, 1940 and was assigned to the commissioning crew of the USS *Walke* (DD-416) April 27, 1940. Transferred to the USS *Wilkes* (DD-441) April 22, 1941 and was promoted to Electrician's Mate 3/c and 2/c.

Was then assigned to the Sub Chaser Training Center at Miami, FL and to the Sub Chaser 723 and was promoted to Electrician's Mate 1/c. After 24 months in the South Pacific, was assigned to the Electrical School in Camp Peary, VA and was discharged from there when the war ended.

Being in the Reserves, was called in for the Korean conflict and served aboard the USS *Bayfield* (APA-33) and the LST 914. Was discharged in December 1951 and returned to electricians job at Clark Equipment Co. where he is now retired from.

He is very grateful for his Naval experience which enabled him to land this job and to hold it.

MILTON EDWIN MERRILL, SC 1/c, USS *Missouri*, born Jan. 10, 1926 in Ocala, FL. Enlisted in Navy March 16, 1944. Discharged May 16, 1946.



He remembers the signing of the peace treaty.

He is married and has four children and 11 grandchildren. Retired Jan. 10, 1988 as an auto mechanic.

ROY MESSER, USS *Nevada*, joined the U.S. Naval Force on April 4, 1944 and was assigned to the USS *Nevada*. Went aboard in North Africa, after the Normandy invasion. Came back to New York, then to Norfolk, for dry dock and leave. They then departed, and went through the Panama Canal into the Pacific to Long Beach, CA. From California to Pearl Harbor, on to Mog Mog in the Pacific, where they made preparation for the invasion on Iwo Jima. After the invasion, returned to Mog Mog to prepare for the invasion of Okinawa. At the invasion of Okinawa, were hit by a suicide plane and seven times by Japanese shore battery. Buried the dead at sea, and returned to Pearl Harbor for repairs. After the repairs were complete, returned to Mog Mog, then on to East China for East China Sea Patrol. After patrol duty, went to La Ty in the Philippine Isle for supplies. After the war was over, they were assigned "magic carpet duty", hauling guys back home from the Pacific. Made three trips in all, from Pearl Harbor to California and Seattle.

Received the European Medal and the Pacific Medal with two Bronze Stars for participation in Iwo Jima and Okinawa.

Returned to civilian life for a short time, and reenlisted in 1947. Spent a little time in Green Cove Springs, FL, and was then assigned to the USS *Meredith* (DD-890) as ship's Barber. Boarded in Norfolk, VA to depart on the Mediterranean Goodwill Tour: Spain, Turkey, Sicily, Greece, Beirut, and France Occupational Duty. Returned to Norfolk, VA. After this time, the ship went to Cuba, and then across the Arctic Circle. Returned to Norfolk, where he returned to civilian life in 1950 as a professional Barber. He has been a barber in Brevard, NC for 38 years, where he owns and operates Messer's Newsstand and Barber Shop.

HENRY F. MICAS, JR., USS *New Jersey* (BB-62), USS *Wisconsin* (BB-64), SF 3/c, born Jan. 19, 1925 in New Orleans, LA. Attended elementary and high school in New Orleans, LA. Enlisted in the Navy Jan. 19, 1942. Sent to Great Lakes, IL for boot camp. After boot training, attended firefighting and damage control schools in Boston, MA and Newport, RI. In March of 1943, was sent to Philadelphia for duty aboard the USS *New Jersey* (BB-62) which was commissioned on May 23, 1943. In March of 1944 was sent back to Philadelphia for the commissioning of USS *Wisconsin* (BB-64). Was with the first group to land in Japan before the signing of the Peace Treaty.

He is active with the American Battleship Assn., the Battleship *Wisconsin* Assn., *New Jersey* Veteran's Assn. For 38 years he has worked with the Boy Scouts and has been active in the Knights of Columbus for 40 years.

RUDOLPH J. MILLEN, USS *Pennsylvania* (BB-38) known as "Moon Millen" to fellow shipmates. Born May 15, 1927 in Highland Park, MI. Enlisted in USN on Jan. 2, 1944. Took boot training NTS, Farragot, ID. Served aboard USS *Pennsylvania*, USS *Essex* CV and at USNB Bremerton, WA. Received most of the awards and ribbons worn by the *Pennsylvania* crew. Was probably one of the youngest men to serve aboard the Pennsy, as he did not attain the age of 17 until just before the invasion of Saipan.

Most memorable experience was the day, while on duty on sky control, saw the Japanese plane that dropped the torpedo which struck their ship while they were at anchor in Buckner Bay, Okinawa on Aug. 12, 1945. His best friend aboard the Pennsy was Pete Green of Elk City, OK. Was one of six brothers and one sister to serve in the armed forces during WWII, Korean and Vietnam.

Married, three sons and one daughter. Son Paul USN 20 years, son Gary USCG 17 years. Both active. Retired to Bradenton, FL in 1976.

JACK C. MILLER, Seaman 1/c, USS *Missouri* (BB-63), born Sept. 12, 1924 in Altonna, PA. Enlisted in Navy March 9, 1943. Discharged March 12, 1946.

Remembers Japan's surrender and the recommissioning of USS *Missouri* at San Francisco May 19, 1986.

Married July 24, 1946. Retired March 1, 1981 from Rockwell International.

JOHN A. MILLER, MM 2, USS *Missouri*, witnessed the two most memorable events in WWII. The bombing of Pearl Harbor and the surrender of Japan.

Miller will be in Norfolk, VA to celebrate the 30th anniversary of the surrender.

What impressed him most on day of surrender was about 1,500 planes that flew over the ship.

Looked up and one of the plane's propellors wasn't turning. It reminded him of a song "Coming in on a Wing and a Prayer".

Miller said Dec. 7, 1941, sticks in his mind more than the surrender because he was more closely involved and lost a friend on the USS *Arizona*.

Miller and his friend A.A. Bersch went through boot camp together after joining the Navy.

Was a mess cook at the time of the attack and ran topside when he heard planes diving.

Battle stations sounded soon after, and he reported to position on the damage control party.

The USS *Pennsylvania*, suffered one hit and lost 30 men.

It was odd going aboard the *Arizona* again, but he discovered his friend's name was listed among those who went down.

The USS *Arizona* stands today as a memorial to the men who lost their lives in the attack.

Miller was assigned to the USS *Missouri* December 1943 and attended commissioning ceremonies June 11, 1944.

Patrolled the Pacific and the Japanese Islands. Bombarded the main island.

Downed about 15 enemy planes and had several run-ins with kamikaze pilots. Remembers one came so close to the ship, he sheared his plane in half. They gave him a military burial at sea with full honors.

When he thinks of the war, he thinks of Pearl Harbor more than anything.

After 1946 discharge, stayed in the reserves and went aboard the USS *Haven* when the Korean war started. Spent a year in Korea.

Living in St. Petersburg for 13 years, four kids, four grandkids, one great-grandchild. Still working and enjoying Florida.

JOHN HAWES MILLER, JR., Fire Controlman 2/c, USS *Maryland* (BB-46), F Div., born Dec. 8, 1924 in Huntington, WV. Graduated from Huntington High School May 1943, joined the Navy a week later. Boot camp and Service School at Great Lakes, IL. Served on *Maryland* December 1943 until September 1945.

Saw combat at Marshall Islands (Kwajalein), Saipan-Tinian, Peleliu, Leyte Gulf, Second Battle of Philippine Seas, and Okinawa. Other hazards included aerial torpedo near Tinian, kamikaze in Philippines and kamikaze at Okinawa.

Served on USS *Cowanesque* (AO-79) September 1945 until March 1946. Discharged March 1946 at Bainbridge, MD.

After discharge, used G.I. Bill, earned BA degree Marshall University in Huntington, WV, and MA degree at Ohio State University. Taught Spanish language and culture 34 years at Pagosa Springs (CO) High School, Huntington (WV) High School, Marshall University and Michigan State University. Married Maria Teresa Marti in Barcelona, Spain June 1956. Three children and three grandchildren. Retired May 1988 with kidney failure. Now on hemodialysis.

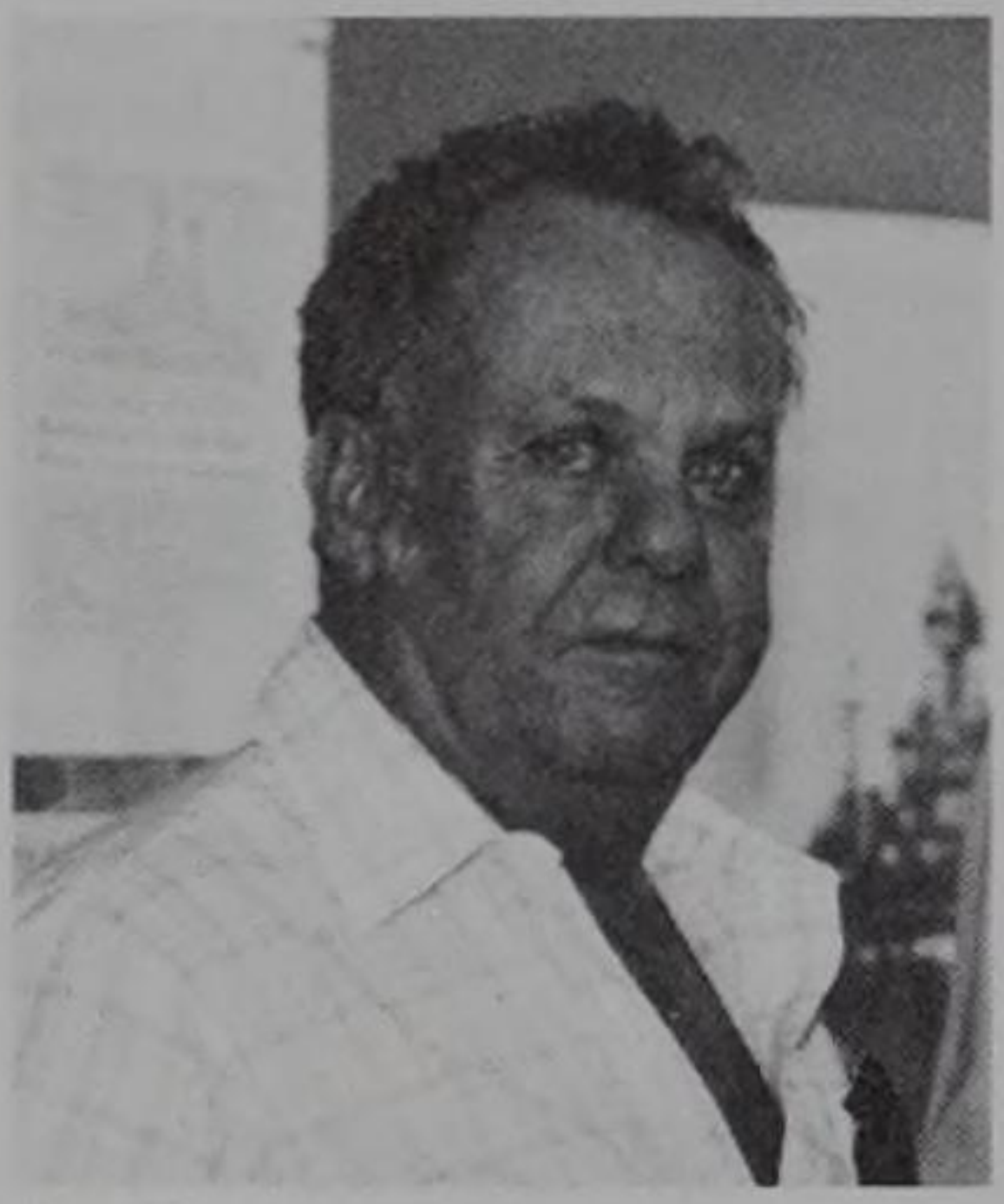
RUDOLPH R. MILLER, GMCS, USN (Ret.), USS *Wisconsin* (BB-64), volunteered for USN December 1942. Boot camp at USNTS, Sampson, NY January 1943-April 1943; GM C/1 "A" School Newport, RI, April 1943-July 1943; transferred to USS *Biloxi* (CL-80) August 1943. Served aboard during entire WWII period. USS *Biloxi* was engaged in every major PTO naval engagement from the landings at Eniwetok to Okinawa. After WWII, *Biloxi* was assigned the "Magic Carpet" Fleet which ferried military personnel from Japan to San Francisco. CL-80 was decommissioned in May 1946 and placed in the "Moth Ball Fleet". Other duty stations and ships included GM C/1 "B" School, Washington, D.C.; USS *Worcester* (CL-144); transferred to USS *Wisconsin* (BB-64) January 1951 and assigned to Ship's Armory; promoted to GMC June 1952 and served aboard until January 1953; U.T.U. Gitmo, Cuba; NROTC unit Penn State University, Pennsylvania, Guided Missile School, Dam Neck, VA;

GUMGRU Unit 2, Chincoteague, VA; USS *Blandy* (DD-943); USNTC, Jacksonville, FL; Sdn. VF-211, Moffett Field, CA; USNTC Recruiter's School, Bainbridge, MD, USNREC Station, Hagerstown, MD; retired USN Nov. 14, 1963.

During WWII, off Okinawa, *Biloxi* was hit by a kamikaze carrying a 1,100 kg bomb; the bomb did not explode, however the experience was one he shall always remember. Another vivid memory was viewing the devastating effects caused by atomic bombs dropped on Nagasaki and Hiroshima.

After retiring from USN, entered the field of education; taught Machine Shop for four years and then became Voc. Supervisor at the Maryland Correctional Training Center, Hagerstown, MD. At present he enjoys being retired and being active with American Legion Antietam Post #236, Sharpsburg, MD.

GLEN H. MITCHELL, USS *Maryland* (BB-46), BM 1/c, born July 21, 1920, Wichita, KS. Attended school in Gordon, Wichita and Cassoday, KS. Enlisted in the Navy Sept. 10, 1940 and attended recruit training at Great Lakes, IL. Served aboard the USS *Maryland*, November 1940 to February 1944. Transferred to Boat Repair Unit stationed at Pearl Harbor until discharge Nov. 10, 1946.



While stationed aboard the USS *Maryland*, took part in the following combat operations: Pearl Harbor, Tarawa and secondary line of defense at Midway and Coral Sea.

After discharge, worked for the Santa Fe Railway for 42 years. Since retirement, spends time with his wife, children, grandchildren, great grandchildren, the Blue Lodge, York Rite, Shriners, Pearl Harbor Survivors and USS *Maryland* Reunions while residing in Wichita, KS.

JAMES W. MITCHELL, MM 3/c, USS *New Jersey* (BB-62), born Sept. 1, 1934, Cranston, RI. Enlisted Sept. 1, 1951, graduated high school USAFI, assigned to USS *New Jersey* (BB-62) out of recruit training, served until Armistice in Korea 1953.

Received the Navy Occupation Medal (Europe), Korean Service Medal with two Battle Stars, National Defense Service Medal, Korean Presidential Unit Citation, United Nations Service Medal and the China Service Medal (Extended). Was transferred to the USS *Baltimore* (CA-68) and served in Europe and the Far East. Finished active duty tour in 1955 on board the USS *Knapp*, a destroyer in the Pacific.

Attended Engineering School on the G.I. Bill. He is now married with two children and works as a sales engineer for Diversified Metals, Inc. He sells metal direct to the U.S. Navy.

His wife, Linda and he recently attended a reunion in Long Beach, CA aboard the *New Jersey* after 36 years, an unforgettable experience.

JOHN N. MLINCSEK, Boiler Tender 1/c, USS *Missouri* (BB-63), born Feb. 12, 1934 in the Bronx, NY. Enlisted in the U.S. Navy on July 26, 1951. Served boot camp at Bainbridge, MD. Reported aboard the USS *Missouri* on November 1951 to November 1953. Reported to Bayonne, NJ Navy Yard for Humanitarian Shore Duty March 1954. Reported aboard the USS *Warrington* (DD-843) until discharged on Jan. 13, 1955.

Enlisted in the Naval Reserve on November 1960. Assigned to the reserve ship USS *DeLong* (DE-684). Activated during Cuban Missile Crisis on October 1961. On active duty until August 1962. Returned to inactive status and discharged.

Received the following ribbons and medals: Korean Presidential Unit Citation, Navy Occupation Medal (Europe), National Defense Medal, Korean Service Medal, United Nations Medal and Good Conduct Medal.

He has been happily married for 33 years. Has three sons. Retired in August 1988 as a chief stationary engineer.

JAMES O. MONTGOMERY, QMS 2/c, USS *Pennsylvania* (BB-38), born Dec. 4, 1923. Boot camp, Great Lakes Navy Training Station.

Boarded Pennsy Nov. 11, 1941 at Pearl Harbor drydocks. On board three years. Transferred to USS *Bushnell* AS-23. Then to USS *Taconic* attack communication ship (17). Completed tour of duty Feb. 4, 1947 receiving station Miami, FL. Recalled to duty Jan. 8, 1951 and sent to Korea, where he served in a L.S.U. squadron, search and rescue group. Discharged Nov. 1, 1952.

Most vivid memory of Pennsy was the morning of Dec. 7, 1941, standing on the signal bridge and wondering what the hell did he get himself into. For the next three years they were involved in so many actions it is difficult to remember them all. Kwajalein, Eniwetok, Marcus Islands, Gilbert Islands, Marshall Islands, Bikini, Philippines, Tulogi, etc. On occasion they were the flag ship and hosted many big names like McArthur, Nimitz and many more.

Now owns and operates a security service in Osage Beach, MO. Married and has eight grandchildren.

JAMES W. MONTGOMERY, USS *Idaho* (BB-42), RM 2/c, born Jan. 31, 1922 in Burlingame, KS. Attended rural elementary school and graduated high school at Carbondale, KS. Enlisted in the Navy in 1940 and received recruit training at Great Lakes, IL.

Served aboard the USS *Idaho* 1940-1943; USS *President Polk* (AP-103) 1943-1945; USS *Gage* (APA-168) 1945-1946. Discharged as Chief Radioman July 2, 1946 at Shoemaker, CA. During WWII, married his childhood sweetheart. They have four children and nine grandchildren.

After returning to Kansas, worked for the state and was instrumental in helping establish a modern radiotelephone and radiotelegraph communications system. In 1948, was employed by the Boeing Company in Wichita and retired after 33 years.

Most memorable period on the USS *Idaho* is the terrible communications conditions they experienced in Iceland on Pearl Harbor Day and the violent North Atlantic storm they encountered in returning to Norfolk, VA.

JOHN W.M. MONTGOMERY, USS *Idaho* (BB-42), born Dec. 29, 1917 St. Marys, MO. Graduated U.S. Naval Academy June 1940 and served in *Idaho* until April 1944. Retired in August 1966 with rank of Captain, USN.

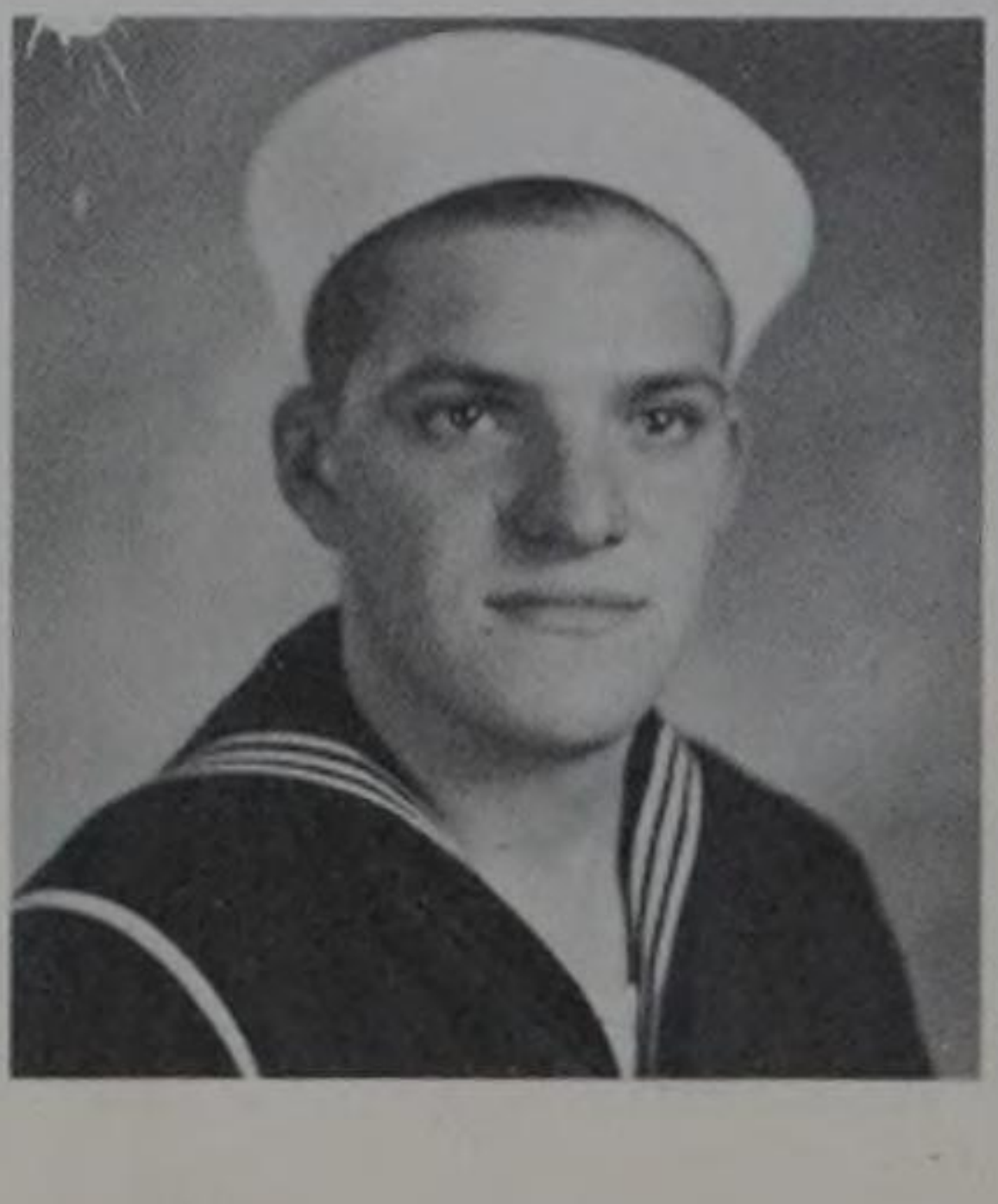
Served during WWII in both Atlantic and Pacific Theatres, with six Battle Stars in Pacific. Received Bronze Star Medal with Combat "V" for duty in USS *Borie* (DD-704) during Korean conflict. Served also in USS *Pittsburgh* (CA-72) during WWII, and later in USS *Albany* (CA-123) and USS *Norfolk* (DL-1). Commanded USS *Hank* (DD-702) and USS *Paul Revere* (APA-248).

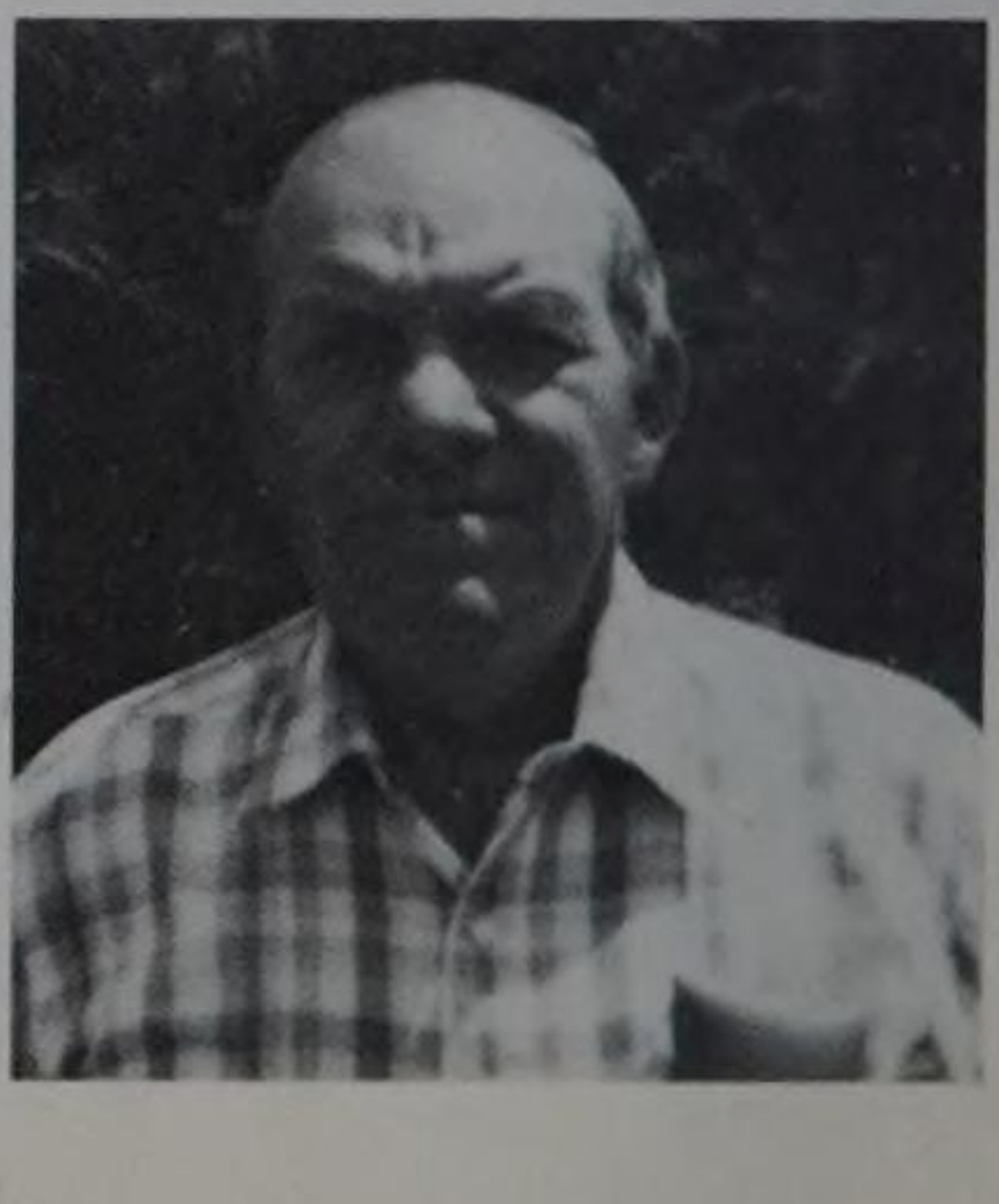
With law degree from The George Washington University Law School, served two tours in Office of Judge Advocate General of the Navy. Served in NATO Staff, Office of CNO, Office of Navy Comptroller and Office of the SECNAV. Received Navy Commendation Medal for last tour of duty in Office of CNO.

After retirement from service, served 17 years as General Counsel for National Paint and Coatings Assn., a national trade association; final three years as President of insurance company organized to provide property insurance for paint manufacturers.

Married Mary Margaret Higgs in September 1947 in Washington, D.C. Son, John Bernard, is Commander, USN JAG Corps; daughter, Barbara Ann, is wife of Navy medical officer.

WILLIAM P. MONTGOMERY, USS *Maryland* (BB-46), FC 3/c, born June 4, 1925, at Maroa, IL. Attended country grade school and high school at Maroa, IL. Enlisted 1943 and attended boot camp at Farragut, ID, Fire Control School at Treasure Island, CA.





Served aboard USS *Maryland* (BB-46) 1944-1945, USS *Greenwich Bay* (AVP-41) 1945, USS *Corson* (AVP-37) 1946 with tour of China and Japan. Since discharge in 1946 at Great Lakes NTS has been engaged in farming.

MARSHEL MOORHOUSE, CRM, USS *Oklahoma*, born Jan. 28, 1918 in St. Davids, PA. Joined the Navy Oct. 15, 1940. Discharged Sept. 6, 1945.

He is married and has two children and ten grandchildren. Retired Dec. 25, 1985. Is now self employed.

JOHN R. MORANO, RMSN, born May 1, 1930 in Brooklyn, NY. Enlisted in Navy January 1951. Served with Com 7th Fleet Combat Crulant Flag Div. in Atlantic fleet and Pacific fleet. Served temporary duty aboard USS *Midway*. Then served flag duty aboard USS *Missouri, Wisconsin, Albany, Saint Paul, Rochester, Des Moines* and *Helena*. One carrier, two battleships and five heavy cruisers.

USS MISSOURI
BB-63
KOREAN

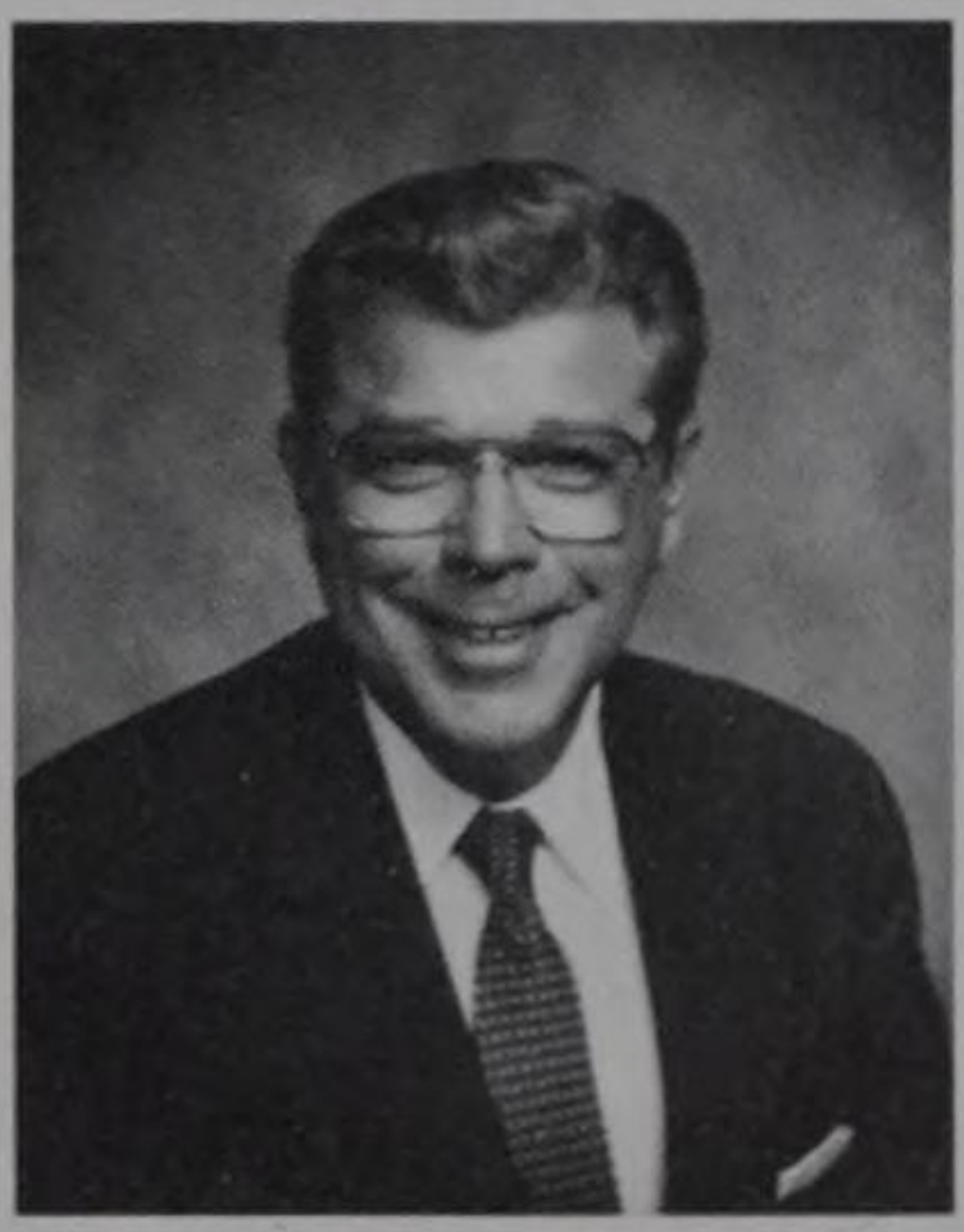
From 1951-1955, hit ports in England, Norway, Nova Scotia, Brazil, Panama, Korea, Japan, Hong Kong, Philippines, Tiawan and numerous islands in the Caribbean and Pacific.

He is also a blue nose and shellback for crossing the Arctic Circle and Equator. Discharged January 1955.

He is now employed for Wonder Bread.

WILLIAM F. MORELAND, RMN 1/c, USS *Pennsylvania* (BB-38), born in Baltimore, MD on July 27, 1927. Joined USN on Aug. 14, 1944. Assigned to USNTS, Sampson, NY followed by USN Radio School in Indianapolis, IN. Assigned to USS *Pennsylvania*, May 19, 1945.

Participated in the following operations: Wake Island and Okinawa. Atomic Bomb Test, Bikini Atoll. Left USS *Pennsylvania* in August 1946.



Served on following ships: USS *Geneva* (APA-86), USS *Fall River* (CA-131), USS *Haven* (AH-12), USS *William C. Lawe* (DD-763), USS *Fieberling* (DE-640), and USS *Astoria* (CL-90).

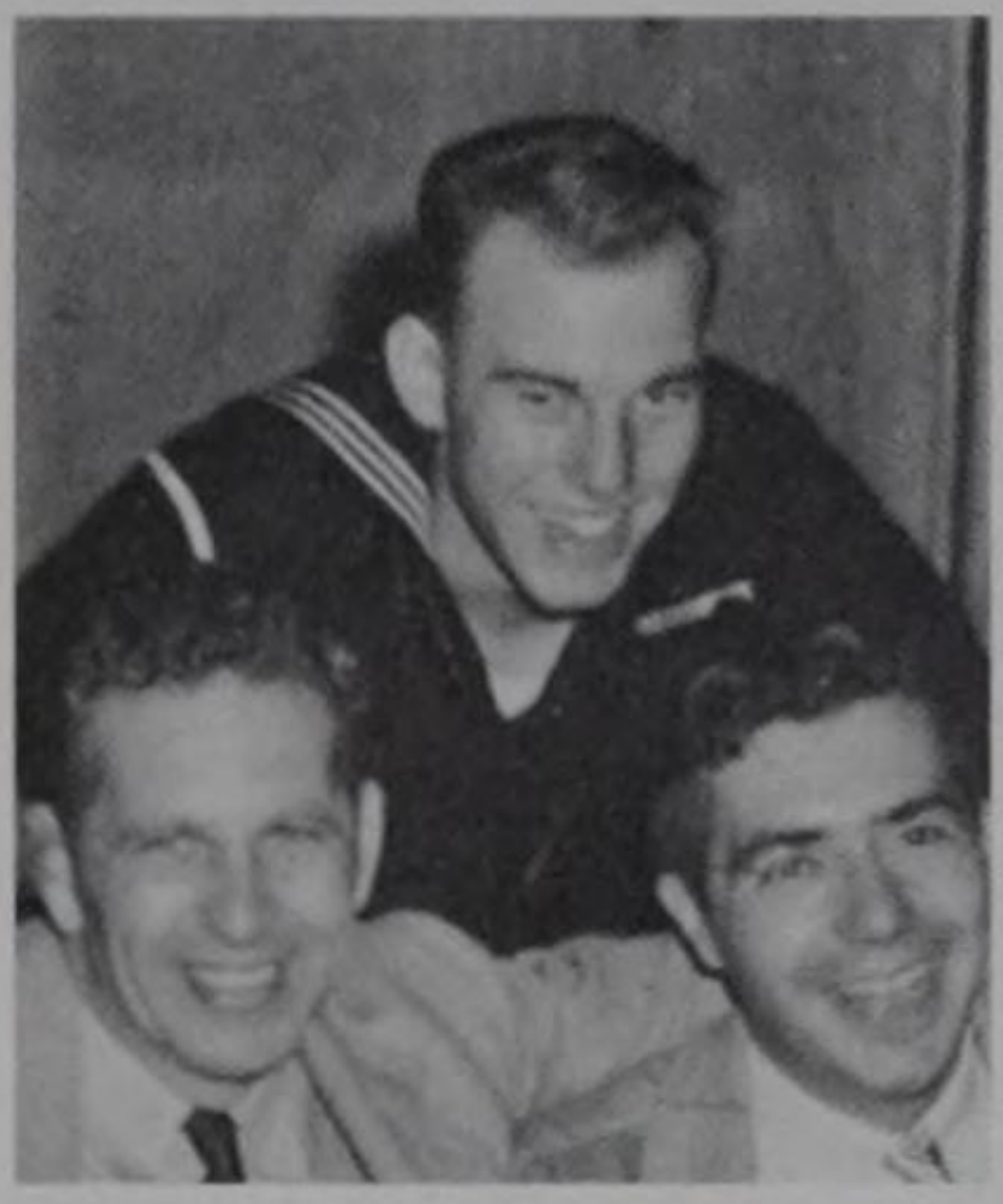
Went on reserve status in July 1948. Recalled to active duty in March, 1951, through January 1953. Served on USS *Hailey* (DD-556) and USS *Snowden* (DE-246). Participated in first NATO maneuvers in October, 1952. Discharged as RMN 1/c USNR, June 20, 1953.

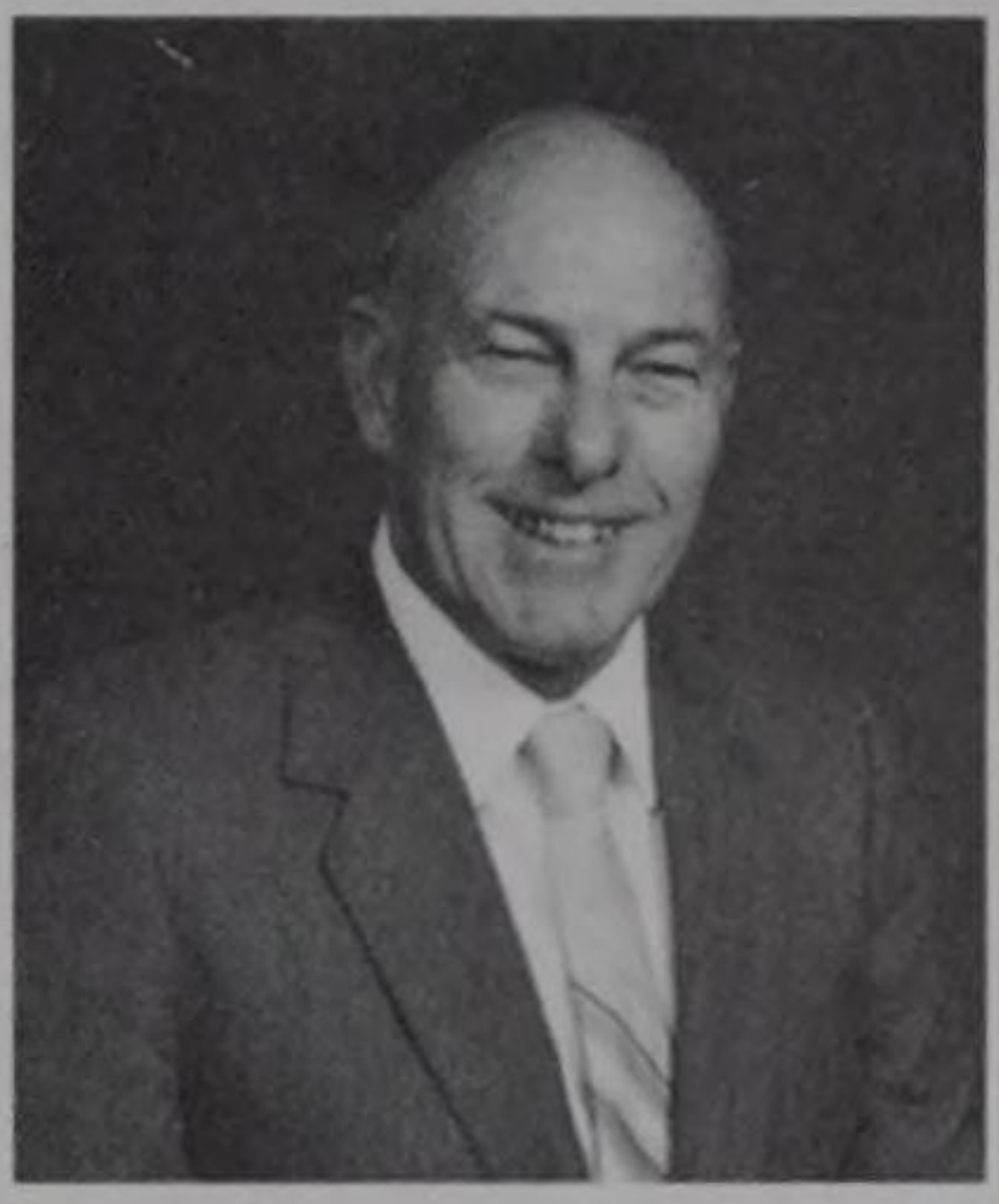
Attended University of Colorado and University of Wisconsin. Began civilian career in life insurance and then banking. Currently serves as Vice President in Corporate Communications for a major bank in Washington, D.C.

Directorships and affiliations include: Society of the Preservation of Barbershop Quartet Singing in America, Inc., National Public Relations Committee, National Choral Foundation (Director), Bank Marketing Association, Charter President of Central Atlantic Chapter, and former National Board Member.

Married to Mary T. (Polly) Moreland; resides in Bethesda, MD.

JAMES HARLAN MORGAN, USS *North Carolina* (BB-55) born May 31, 1926 in Putnam, TX. Enlisted in the Navy in February 1944 in Big Spring, TX. After boot training in San Diego, was sent to Pearl Harbor. Went aboard the USS *North Carolina* May 20, 1944. Was assigned to the CT Div. (I). Some of fellow crewman were: Ed Maloney, Keith Moon, Lowell Tabor, Roger Nelson, Nick Hilton, Bob Nease, Chas. Rogers, Lt. Jewell "Pee Wee" Hayslett and Jack Ramier. The ship saw action at Saipan, Guam, Iwo Jima, Okinawa, and the Philippine Sea, as well as many other areas in the earlier period of the war. Received the Asiatic Pacific Campaign Medal, WWII Victory Medal, and others.





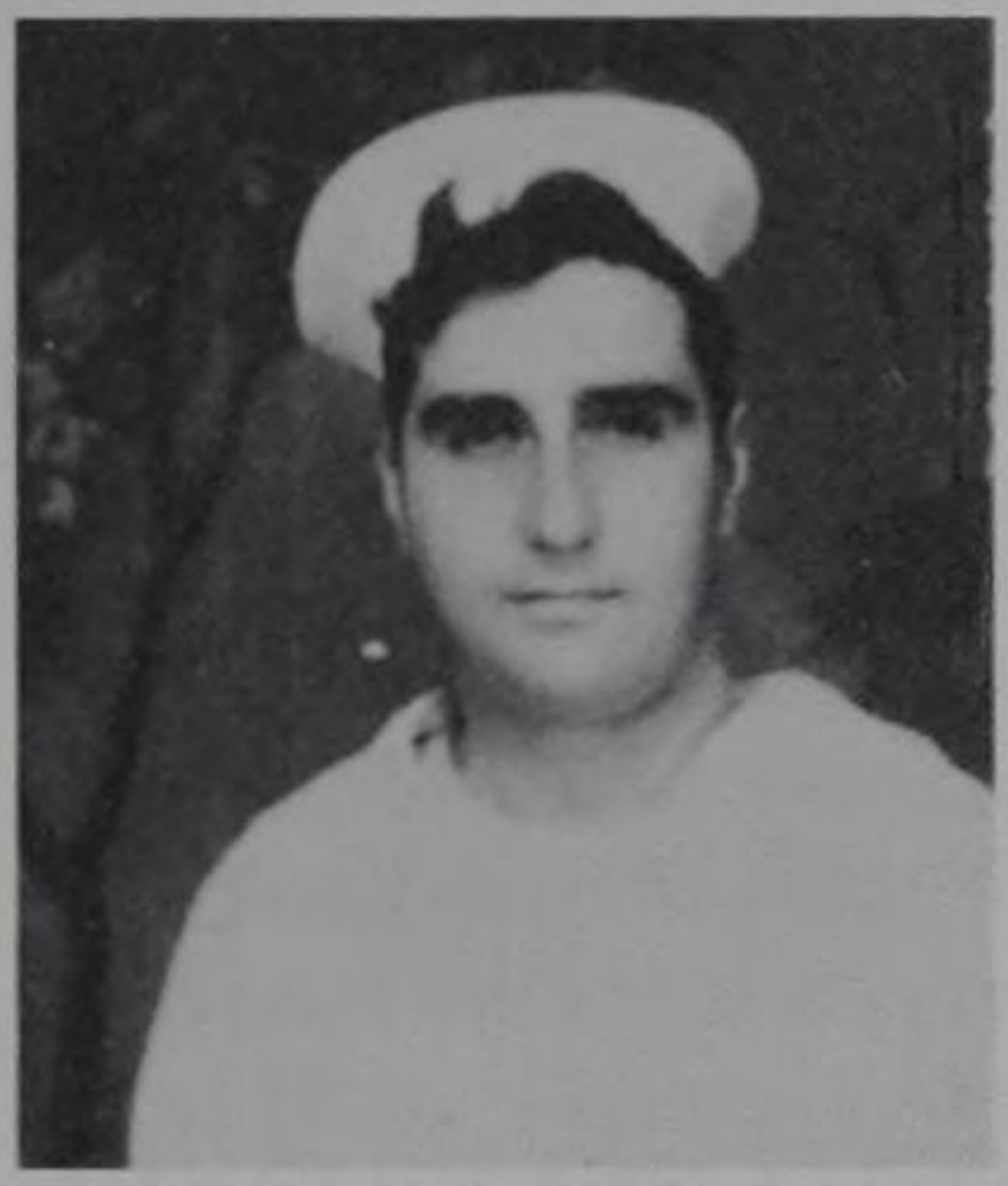
Remembers Seaman Nemeth as he fished off the fantail, that is, when permission was granted. Remembers Mog-Mog and Ulithi Islands, two beers and two cokes for each man on rest and recreation on the Island. That was a long way from home! One of his most vivid memories was of the big typhoon late in 1944 in the Philippines Sea area. Three destroyers were sunk. The Hull, Spence and the Monaghan. Also another vivid memory is the disabling of the Carrier USS *Franklin* somewhere off the coast of Japan in 1945.

Left the USS *North Carolina* in New York in February 1946. Was discharged in May 1946 in Houston, TX.

Married G.B. Morgan in 1949 in Big Spring, TX. Has two daughters Janis and Carol. Worked for Chevron Oil Co. most of his time. His wife passed away in 1984. Later, he met and married Margaret Rogers. Now resides in Midland, TX. Has eight grandchildren. The USS *North Carolina* experience was one of the most fulfilling and interesting times of his life.

KENNETH D. MORGAN, GM 1/c, USS *Idaho* (BB-42), born May 28, 1918 in Indianapolis, IN. Enlisted in Navy Nov. 13, 1941.

Also served on USS *Boxer* (CV-21) and USS LST (241).



Received following medals: American Defense, American Area, Asiatic-Pacific w/five Stars, WWII Victory, Philippines Liberation w/two Stars, U.S.A. Good Conduct, USN Good Conduct, USAF Good Conduct, Meritorious Unit Commendation, Meritorious Commendation and Korean Service w/two Stars.

Discharged Jan. 6, 1941. Re-enlisted March 9, 1949. Discharged Dec. 2, 1952. Enlisted USAF May 16, 1964. Retired from USAF May 28, 1978.

He is married and has three children and five grandchildren. He is a retired railroad conductor.

DONALD M. MORHOUS, USS *Tennessee* (BB-43), Corp. USMC, born Dec. 9, 1924. Schooling in Longview, WA and Olympia, WA. Drafted before finishing high school. After the war, finished high school, got married and went to work for the Washington State Patrol all in one week. Thirty seven years with the Washington State Patrol. Status now retired. Enjoying life, fishing, farming in a small city lot and arranging reunions. He is keeping busy.

Recalls many close calls while aboard the *Tennessee*. Hits from shore batteries off Saipan, running into the California just at reveille. A trip back to the States. Off Leyte ran into by a troop ship. Right where they had all their beer stored. Won't mention what kind of shape they got in while handling that detail.

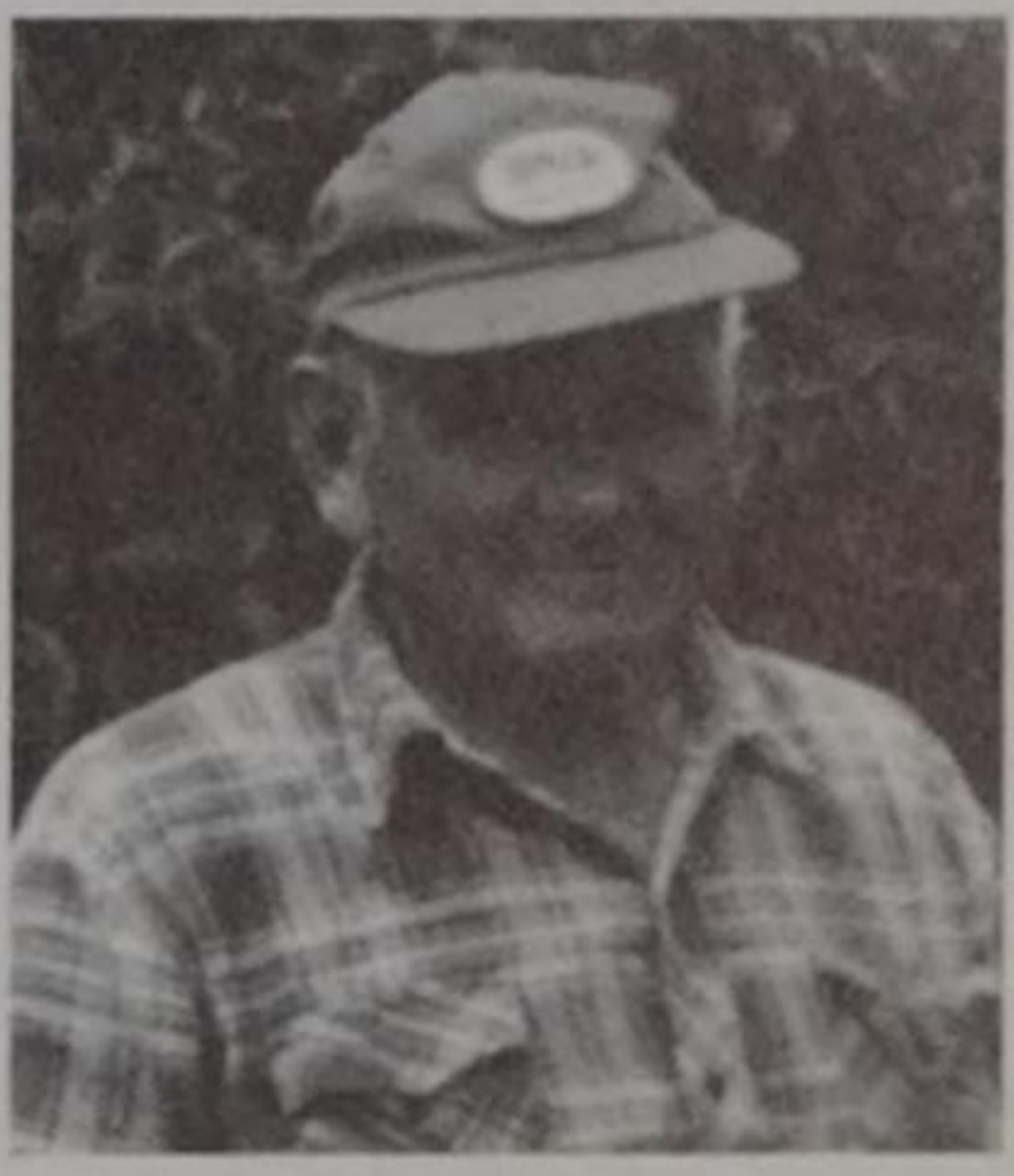
Hit a couple times with small batt. while off Iwo Jima. The sea battle of Surigao Straits. All the old battle wagons in the area. Wee hours of the morning. Oh - what a Fourth of July. Then Okinawa, hit from a suicide plane April 14, 1945. Had two high school chums in same gun bucket with him. They each got injured, Clarance P. Ware and Loren Hughes. They were taken off and went back to the States. Later Lorne Hughes and he joined the Washington State Patrol together.

After Okinawa onto Tokyo. Liberty there. Not too much to see. From there the world cruise home. Singapore, Columbo India, Capetown South Africa.

Africa to Philadelphia. The big hole in our port side where the blister was peeling off. Large enough for a large truck to drive through.

Philadelphia to Oakland by train for discharging Dec. 20, 1945. Liberty in San Francisco. Finished their circling the globe.

HARRY M. MORGANETT, Electricians Mate 2/c, USS *Indiana* (BB-58) born at Valley Station, KY July 29, 1918. Enlisted in Navy Sept. 2, 1942 Louisville, KY. Discharged Oct. 9, 1945 at Great Lakes, IL. Went through boot camp and then Fire Control School at Great Lakes, IL. Sent to San Francisco, CA where he went aboard the USS *Rochambeau* to Nomeau New Caledonia, South Pacific. Mess cooked for a month before boarding the USS *Indiana* (BB-58) where he served until after the war. Left the great ship at San Francisco, CA on Sept. 30, 1945.



Big moments were many. One on Feb. 1, 1944 while leaving the fleet the Admiral ordered a 90° turn to the fleet which put them in front of USS *Washington*. They were rammed by the USS *Washington*. Almost sunk them. Was in Pearl Harbor from February 13 to April 14. Most of the time in dry dock where the repair crews worked around the clock to repair the terrible damage.

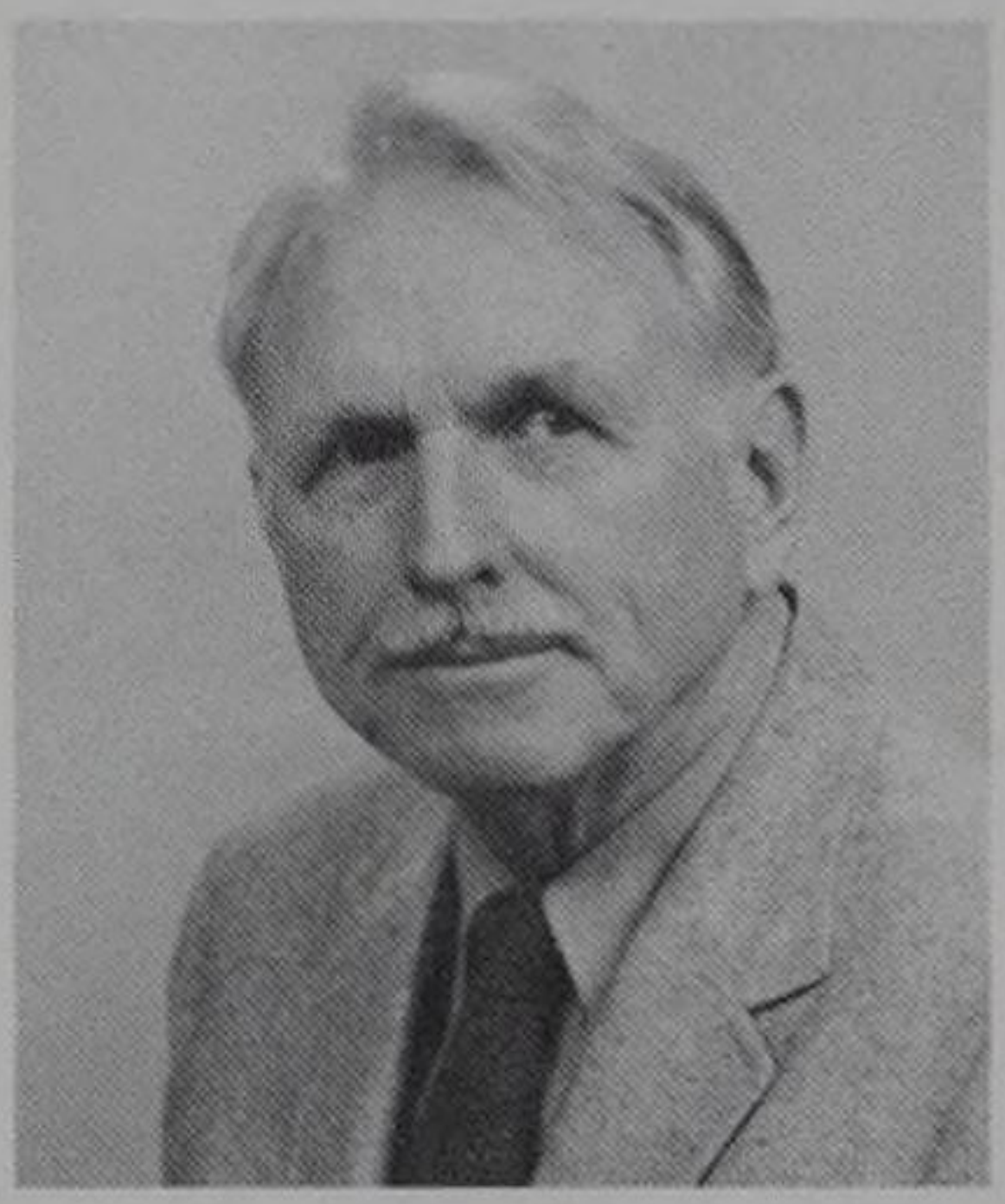
The big battle of the Philippine Sea and the battle for Saipan. In the big Jap attack, two torpedoes that would have hit them were exploded before they hit the ship, think by their own 20 MM fire. Also a Jap plane rammed their starboard side carrying a torpedo the pilot hadn't armed before he died. He kept a small partial date diary while aboard. Retired now but will never forget.

DAVID WAYNE MORRIS, FC 3/c, USS *Missouri*, born Sept. 16, 1925 in Van West, CO. Enlisted Nov. 23, 1943. Discharged May 14, 1946.

Remembers the Japanese surrender aboard the *Missouri.*

Married Hilda Medaugh July 21, 1946. They have four children and six grandchildren. He retired in 1988 from farming.

GEORGE S. MORRIS, CW 4, USS *Tennessee* (BB-43), born May 23, 1924, Jackson, MS. Enlisted March 25, 1941, New Orleans, LA. Boot camp at San Diego, CA. From boot camp to Sea School at the same training depot. Sea duty service from July 16, 1941, to Dec. 28, 1943. Was First Shellman on 5" 51 Broadside gun when the enemy attacked Dec. 7, 1941. Could not fire their guns at the enemy, so turned to fighting fires on the USS *West Virginia* and the *Tennessee*. Used the barrel of Broadside gun to reach the wounded on the *West Virginia*. Straddled the barrel, pushed out to the end of the barrel, reached down and pulled them up and aboard. A pass through call was made by one of their officers for volunteers. That brought three or four of them together in their skivvy shorts to wade the quarterdeck of the *Arizona*. Were to open the hatches for possible survivors or bodies. This rescue effort was to no avail.

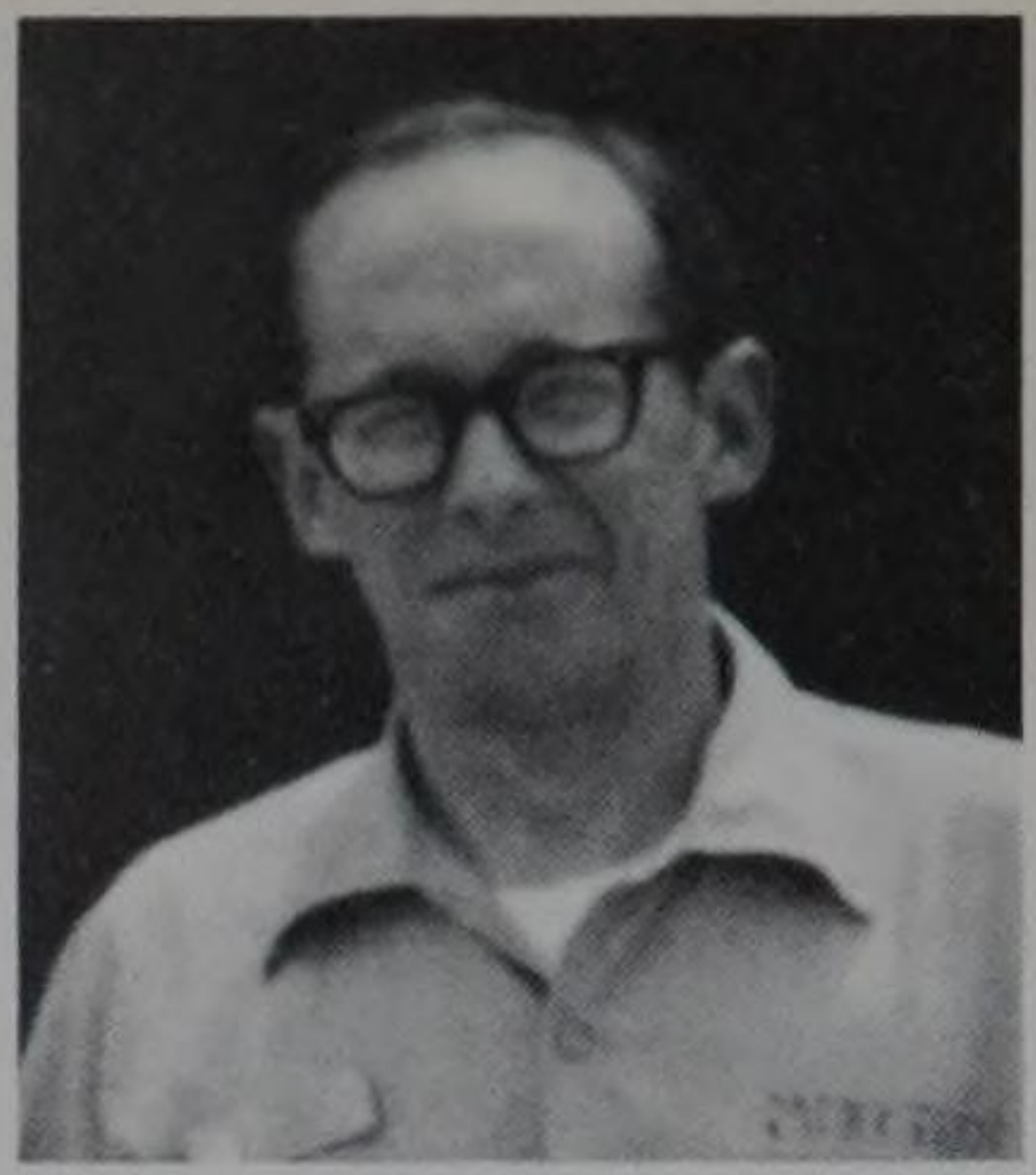


Remembers the hits and also the misses. Remembers the enemy running the beaches on Tarawa as they fired the first salvo at the enemy defenses. Remembers the sinking of the enemy submarine after their 5" guns laid several direct hits to the hull. Was a member of the firing squad when they buried the seaman at sea who were crushed to death when one of the main turret guns were elevated.

Also remembers pulling the 14 foot oars in the last great pulling whale boat race with their all Marine crew of 1941. "Gunny" Stark had them start with ten short strokes thinking this would give them a lead advantage after the pistol shot. It didn't! It meant second place. Never gained back the quarter of the boat they lost at the start. Their strongest competition was the *West Virginia*. It was a two boat finish with *West Virginia* winning! Retired from the Army National Guard with the rank of CW4, Chief Warrant Officer.

JOHN LEON MORTON, BN 1, USS *New Jersey* (BB-62), born Melrose, MA. Inducted in Navy Dec. 12, 1969.

Awards/medals received: Navy Unit, Meritorious Unit, Navy Expeditionary, Sea Service, Vietnam Service, Vietnam Campaign, Armed Forces Expeditionary, Philippines Presidential Unit, Multi-Peacekeeping Ribbon, Battle 'E', National Defense, Good Conduct and Humanitarian. Also received three letters of appreciation and four letters of commendation. Holds Navy enlisted classification codes of collateral duty counselor and afloat safety manager.



Being on a WWII battleship was a highlight in Naval career.

Arrived in Long Beach, CA in September 1981. Crew was mere 25, but over the year it grew to 1500 sailors and 45 Marines. Ship had two deaths during overhaul.

Left for three month cruise in June 1983, didn't know they were going around the world and do an 11 month cruise.

The two biggest things he was involved in, were the 5" gun mounts and the 16" firing in December 1983 off the Coast of Beirut. Felt proud to fire guns and help Marines. In February 1984, fired a broadside at Beirut and he believes the city will never be the same again.

Other highlights were Bob Hope and his USO gang, Wayne Newton and the Dallas Cowboy Cheerleaders.

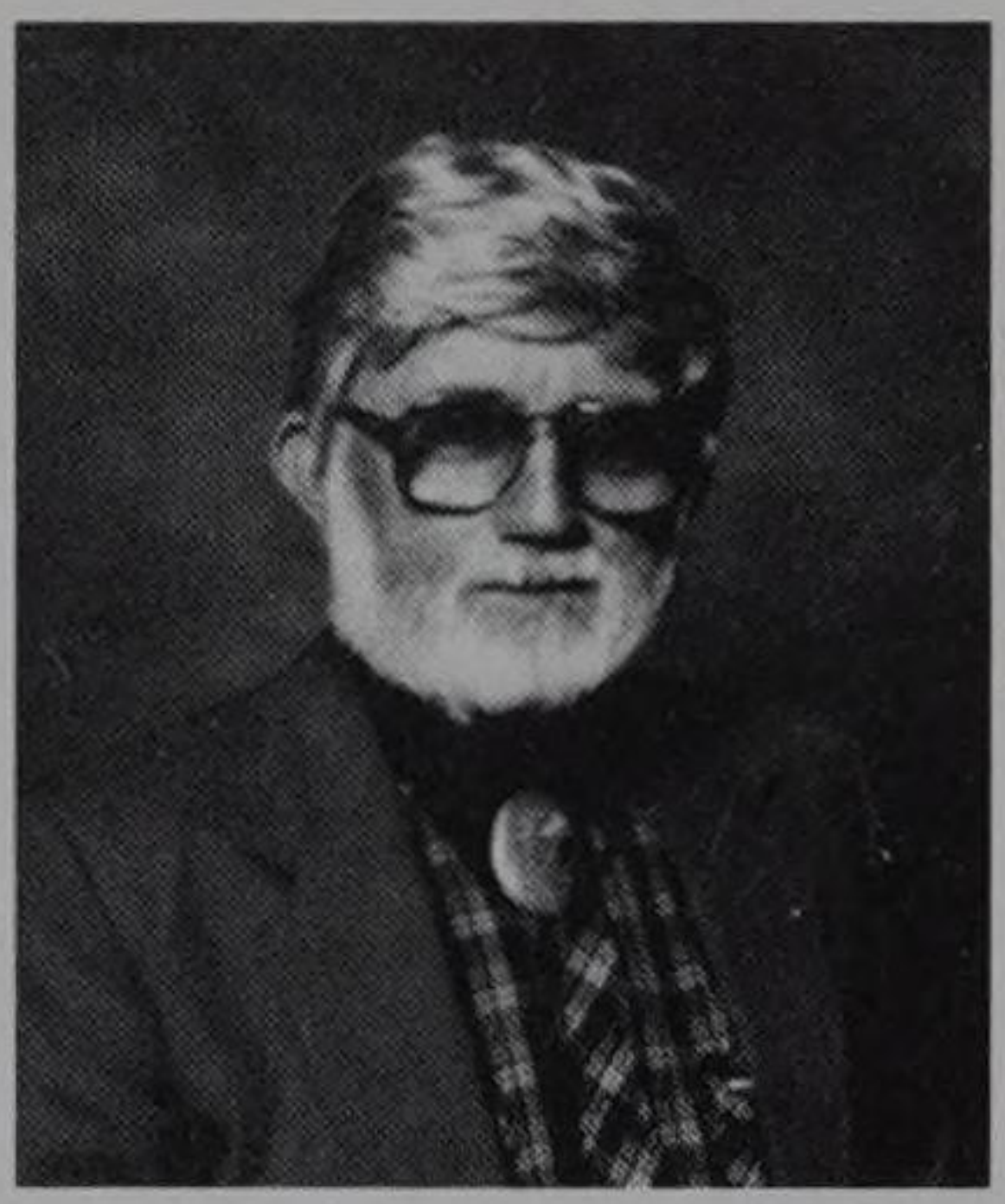
Worst tragedy was the terrorist bombing of the Marine barracks where over 300 Marines were killed or injured. The USS *New Jersey* lost an electronic technician chief.

After long cruise transferred to the USS *Arkansas* (CON-41) until 1986, then to Sima, San Diego until January 1989. Now stationed aboard the USS *Mount Hood* (AZ-29) out of Concord, CA.

He is married to Linda and has two kids. In September 1991, plans to retire from the Navy with 21 years of service.

JOYCE H. MORTON, Fireman 1/c, USS *Iowa* (BB-61), born Feb. 2, 1928 at High Rolls, NM. Lived in New Mexico most of his life, but temporarily "displaced" in Fort Worth, TX.

Joined the Navy Nov. 22, 1946 at El Paso, TX. After boot camp at San Diego, reported for fire room duty on the USS *Pensacola* (CA-24), then to Bikini Atoll for the first Atomic Bomb test via Hawaii. After securing the *Pensacola* for the test, moved to USS *Rockingham* Troop Ship. After the bomb test, rebuilt the *Pensacola* and prepared it for the second A bomb test. After the second test, went aboard, assessed the damage then returned to the *Rockingham* for Terminal Island via Hawaii.



Took a troop train to Bremerton, WA for duty on USS *Iowa* (BB-61). Worked on the *Iowa* while in dry dock, then left for duty in the Pacific. Was in Vancouver BC July 4, 1947, had to wait for the tide to go out to pass under Lions Gate Bridge.

Duty on the *Iowa* was in the engine room #4, Shaft Ally and was a mess cook.

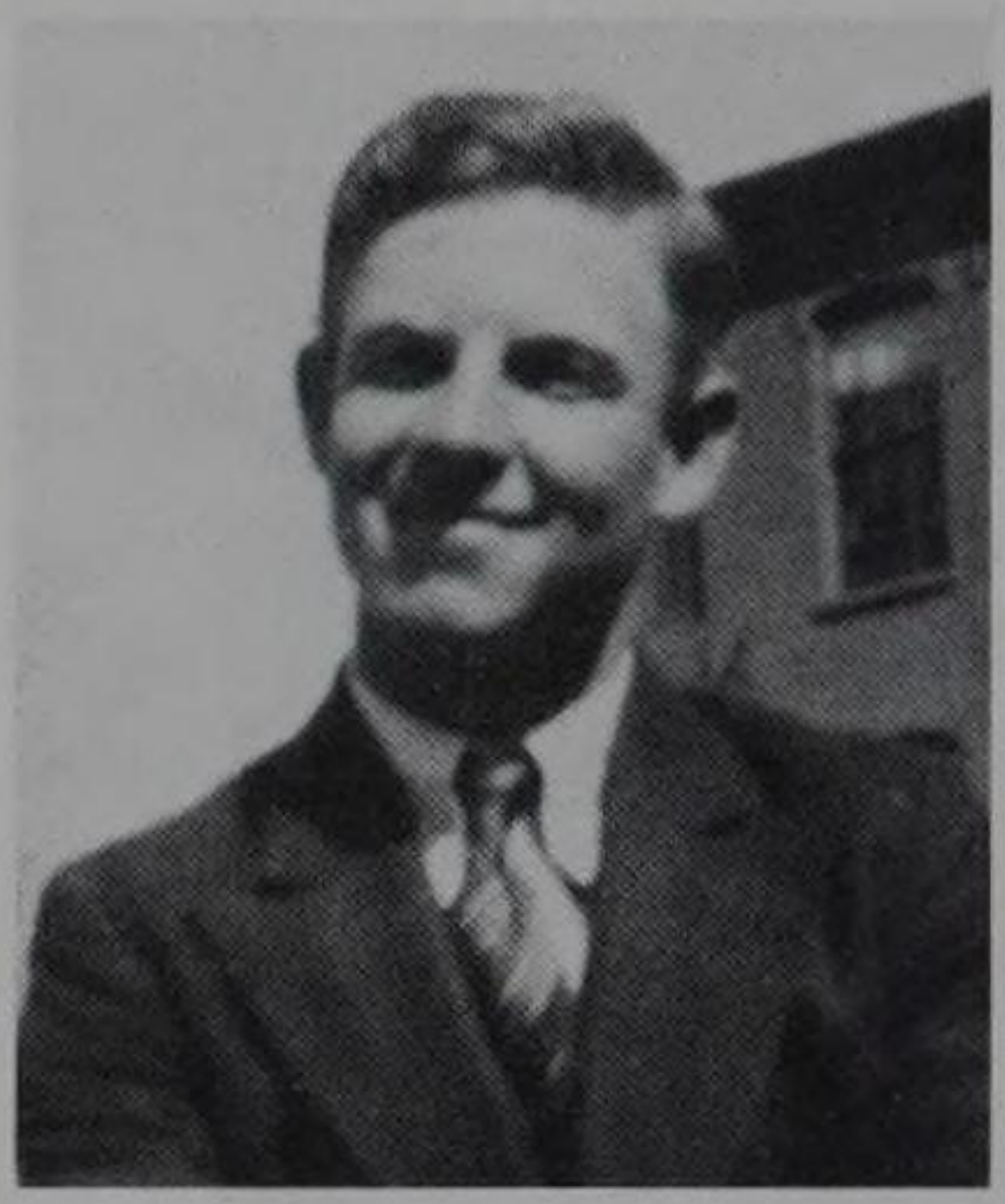
Was discharged in November 1947.

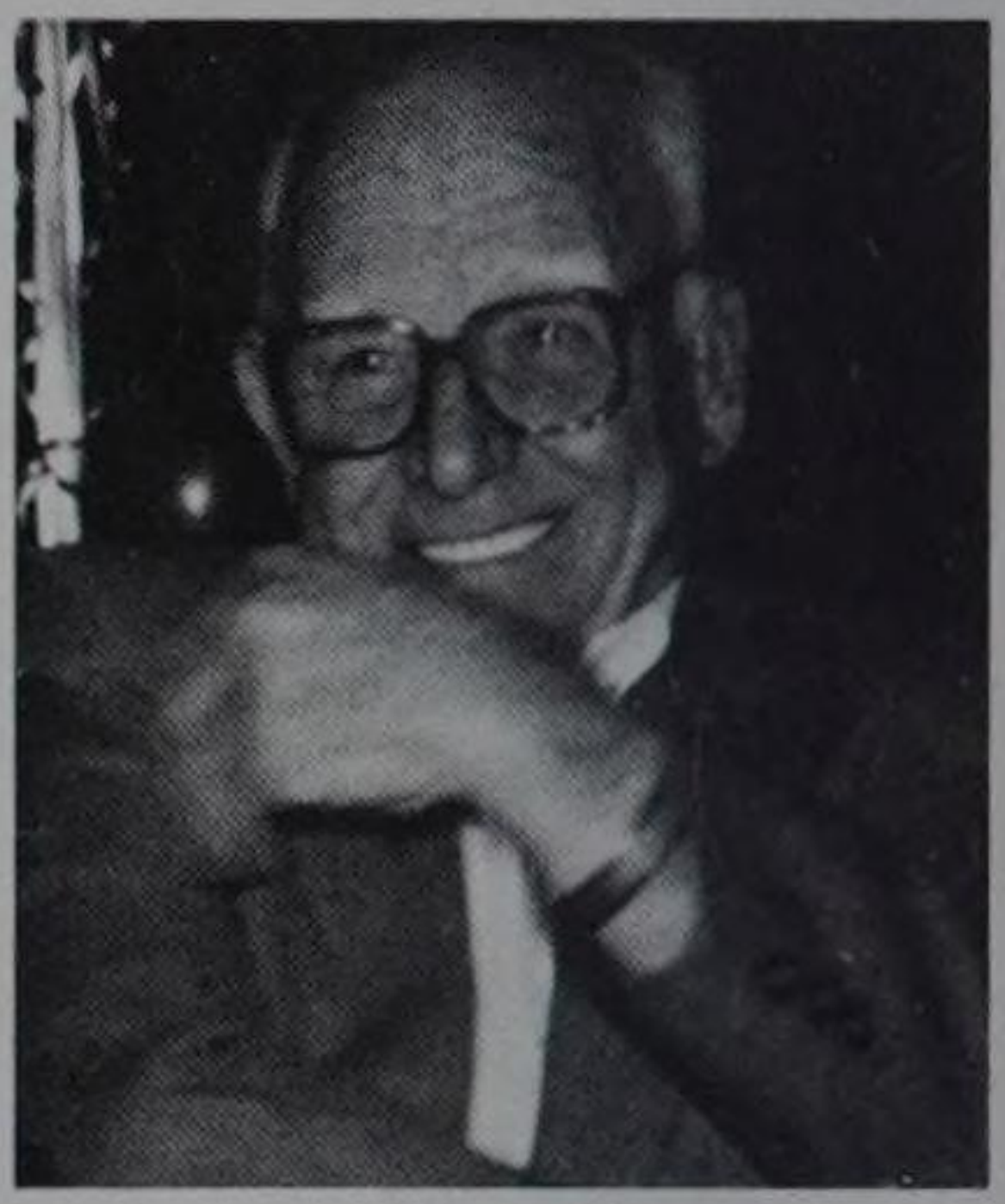
He is now in business with his wife, brother and his wife, DBA Big Chief Stone, Inc. of New Mexico and Texas.

ROSCOE MOSTELLER, USS *Washington* (BB-56). After being sworn in the Navy at Raleigh, NC on Nov. 5, 1941, was sent to Norfolk, VA for boot training. On Dec. 5, 1941, after four weeks training, held dress parade, and won pennant as best platoon (300). On Sat., Dec. 6, 1941 made sick call and was confined to the sick bay for the weekend.

On Dec. 24, 1941, was assigned duty aboard the USS *Washington* (BB-56). First assignment came in March 1942 when they joined up with the British home fleet operating out of Scappa Flo and Iceland escort - convoys to Murmansk, Russia.

In the summer of 1942, dispatched to the South Pacific for screening the Solomon Island. November 14-15, 1942, the USS *Washington* (BB-56) along with the USS *South Dakota* (BB-57) and four destroyers challenged a Japanese fleet consisting of approximately 90 ships and gave them hell. The USS *South Dakota* suffered some damage, and three destroyers were sunk but they didn't receive a hit. One of his battle clusters represents this battle. Another one is for the invasion and occupation of the Gilbert Islands in 1943, the other one is for the bombardment, invasion and occupation of the Marshall Islands, in 1944.





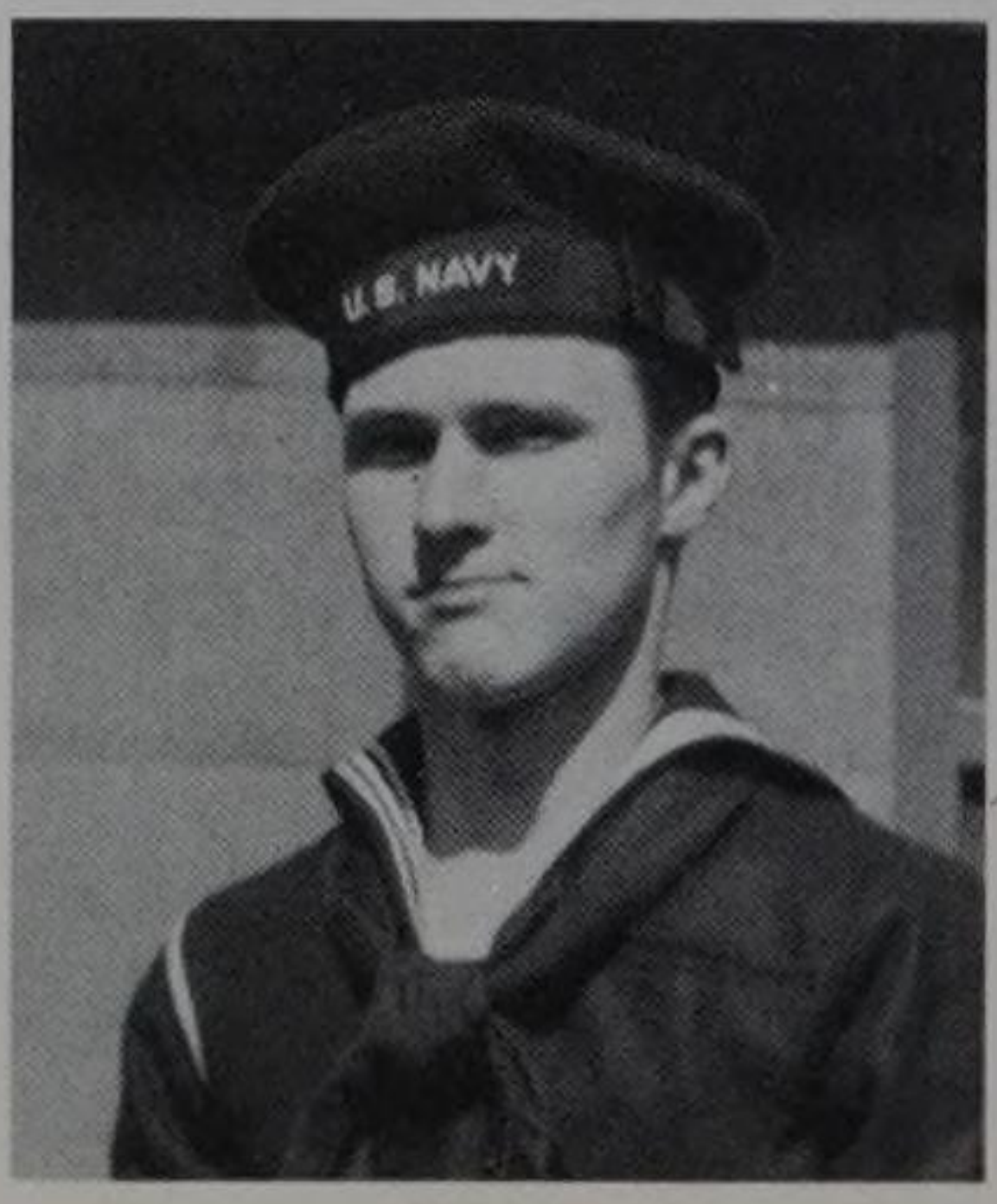
When they were in the collision with the USS *Indiana*, they were in the process of fueling destroyers at night.

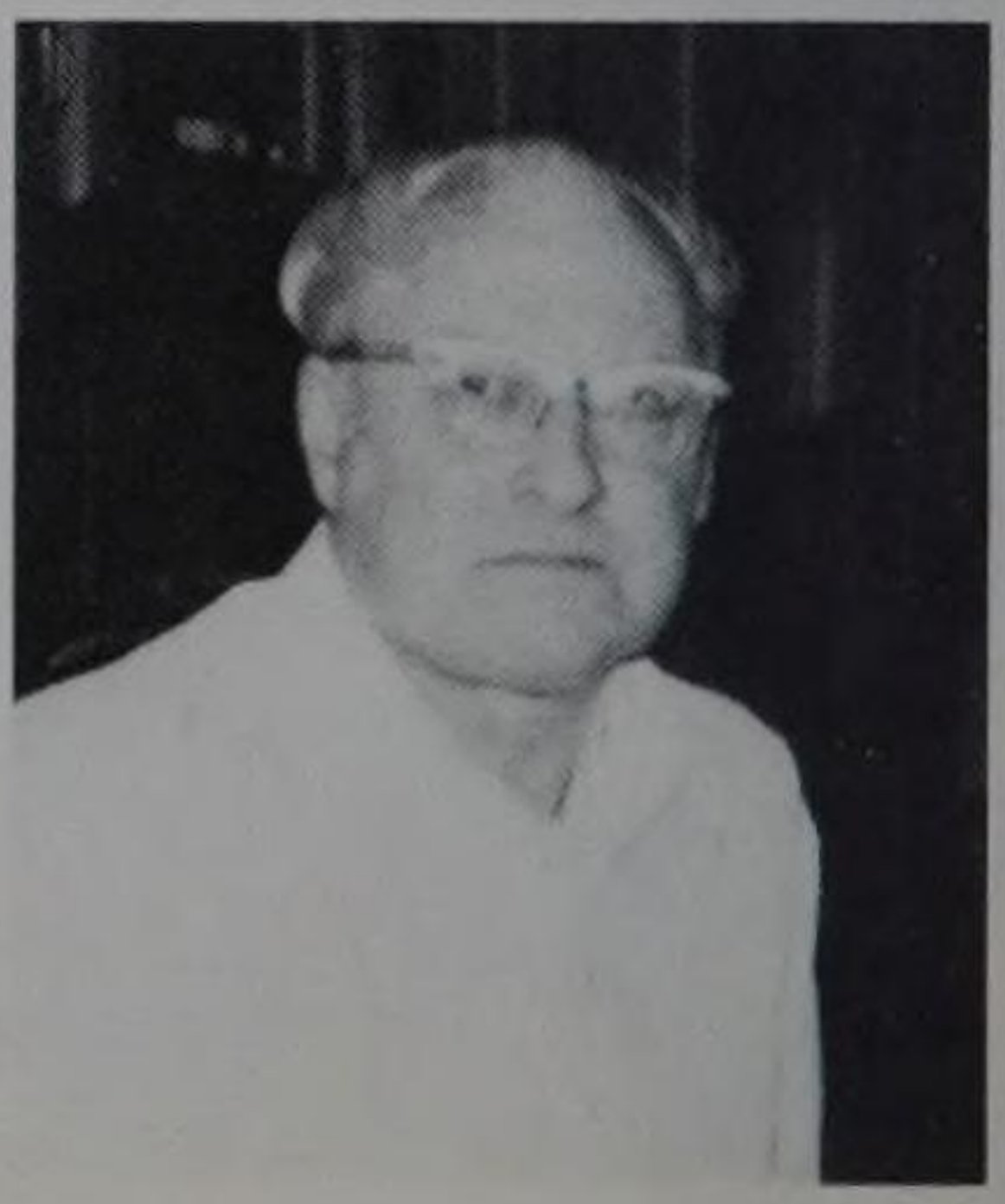
In looking over his records you can see that he did a lot of moving around. During all of this, was in and out of receiving stations ten different times.

The Government came out with referendum C.OG., you could request a discharge at the convenience of the government. Decided to do that. When it was approved, was put back in the receiving station, at Long Beach, CA to await the processing of discharge. On Dec. 20, 1946, was discharged from the U.S. Navy. Christmas of 1946 was first Christmas at home since 1940, spent five Christmases in the Navy and all five were counted as overseas.

He is a retired textile worker. Has two sons and three daughters, five grandsons and two granddaughters. During spare time, has a daughter who owns and operates a tire muffler and other automotive quickie shop, spends some of his time out there and sometimes runs errands for her. To supplement his income he buys and resells at a local weekend flea market. And he never gets lonely.

CHARLES DARWIN MOTTICE, EN 3, USS *New Jersey* (BB-62), enlisted in USN Feb. 14, 1945. Trained at Great Lakes Naval Training Station for six weeks. Arrived West Coast to join USS *New Jersey* (BB-62) in Seattle, WA. In April went aboard and after short training in the "A" Div. left for the South Pacific for a 14 month cruise. Saw light action with the *New Jersey*. The *New Jersey* was the last of the big ships to fire on Wake Island. Left the *New Jersey* in July of 1946. Was sent to Pensacola, FL and then to Corpus Christi, TX for shore duty. Left Corpus Christi, TX for Korea at the start of the Korean War. Was given TAD aboard the USS *Comstock* (LSD-19) and after two months joined the USS *Philippine Sea*, attached to ConCarDiv-





1 under Adm. Euwing and Adm. Perry. Served with flag on board USS *Valley Forge* and USS *Essex*. Left flag in February 1952 and went aboard USSNR *Fredrick Funston* for States and discharge in March 1952. Received rating of EN-3 while in Yokosuka, Japan.

Has been in business for 30 years. Aviation Medical Instrument Repair Co. and Jet Aircraft Instrument Repair Co. Retired Jan. 1, 1989.

DICK MOYER, Ensign, USS *North Carolina*, born May 20, 1920 in Harrisburg, PA. Received BS and Masters from Columbia University. Enlisted in Navy June 1942. Discharged September 1945.

He remembers Guadalcanal, Tarawa and Iwo Jima.

He is divorced with four children. Retired October 1988 as a high school teacher in the San Francisco Bay Area.

ARTHUR MUFFETT, Seaman 1/c, USS *Alabama* (BB-60), born July 14, 1920 in Philpat, KY, the eldest son of a tobacco share cropper.

Joined the Navy Aug. 28, 1942. Served aboard the USS *Alabama* (BB-60), Seaman First Class Gun Striker 5th Div., for three years, two months. Got an honorable discharge November 1945.

Married in December 1945 and moved to Sunnyvale, CA. Went to school on G.I. Bill and became an auto mechanic. After 25 years of service and two heart attacks later, his wife and he retired in the Sierra foothills. In 1985, had open heart surgery and all is going great. They are blessed with five great children and eight grandchildren.

JOHN CAMERON KRESS MUHLENBERG, Ensign, USS *Nevada* (BB-36), born Sept. 18, 1916 in Honolulu, HI. 1939 graduate of U.S. Naval Academy.

Assigned to *Nevada* as Assistant Division and Turret Officer 1939-1940; USS *Sims* (DD-409) Engineer Officer, patrol duty in the Caribbean reporting movements of Axis ships 1940-1941. Physical discharge in October 1941.

Civilian career was in electrical engineering starting with West Coast ship building 1941 - 1946, Southern California Frequency Change 1946 - 1949, Creole Petroleum Corporation in Venezuela 1949 - 1960, Frequency Conversion in Jamaica, West Indies, with Stone and Webster Corporation 1960 - 1962. In Pottstown with Firestone Tire and Rubber Company 1962 - 1980, Sanders and Thomas Inc. 1980 - 1982, Limerick Nuclear Power Plant 1982 - 1983.

Is now retired working on the house and in garden, travelling and visiting relatives and friends.

JAMES D. MURPHY, BM 2/c, USS *Wisconsin* (BB-64), born May 11, 1928 in Birmingham, AL. Enlisted in Navy July 14, 1945. Served aboard USS *Wisconsin* and USS *Mattipani*. Discharged May 1, 1949.

He remembers the end of WWII.

He is married with three children. He was flagman on the starting gate at Hollywood Park in Delmar, CA and paddock guard at Santa Anita and Oaktree for 20 years and four months. Retired Dec. 24, 1988 as flagman from California Thoroughbred Racetracks.

THOMAS MUSSATTO, Y 2/c, USS *Pennsylvania*, enlisted in the Navy V-6 program on March 8, 1944. Assigned to Great Lakes for boot training. Sent to Camp Shoemaker, Oakland, CA and was assigned to the USS *Pennsylvania* on June 26, 1944.

Took part in the following combat operations while aboard the *Pennsylvania*: Peleliu, Leyte, Surface Battle with the Japanese fleet at Surigao Straits in the Philippines, Lingayen, Wake and Okinawa. August 12, at 2045 hit by a Jap aerial torpedo while in Buckner Bay, Okinawa. Nineteen of his shipmates lost their lives just 54 hours before the Japanese surrender.

The USS *Pennsylvania* arrived in Bremerton, WA on Oct. 24, 1945 after earning eight Battle Stars and was awarded the Navy Unit Commendation Ribbon by the Secretary of the Navy.

Was transferred to Great Lakes to be discharged just prior to the Pennsy sailing for Bikini to take part in atomic testing. Was discharged on May 10, 1946.

Has spent the last 39 years in education and is presently a school principal in Jacksonville, IL.

HAROLD MYHRE, Gunners Mate 2/c, USS *Idaho*, enlisted September 1941 at age 17. Training at Newport, RI (ten weeks).

Boarded USS *Idaho* in Boston Harbor (cold!) December 1941. Got settled aboard on a cold dreary night. Got their billet number and were instructed on slinging their hammocks. The USS *Idaho* just came back from duty in Iceland and North Atlantic (convoy duty).

First job was to be hoisted up the stack on a bosun chair to chip paint and paint, that was an experience for a wet nose kid.

Sailed through the Canal and went to Pearl. Then sent to the Aleutians to chase Japs out of Attu and Adak, etc. Became GM 3/c on the 5" 51 cal. guns. The Admiral was on the *Idaho*, so had lots of inspections and field days, cleaning. Was aboard about two years and enjoyed the routine and excitement. Was transferred in April 1943. The USS *Welles* (DD-628) Navy life was very different here. Regulations were eased but worked hard and respected the officers who were just regular guys, even the Captain.

Spent the remainder of the war in the South Pacific from New Guinea to Philippines. The USS *Welles* acquired eight Battle Stars. Was in the Battle line at the night battle for Leyte Gulf 1944 (October). Were at war, but enjoyed his job and fellow shipmates.

Joined the Iron Workers union, Local 361 and is retired with 25 years service. Most enjoyable job was removing the "Torch" from Lady Liberty and installing the new Torch.

JOESPH L. NEIGHBORS, Radarman Third Class, USS *Wisconsin* (BB-64), born Oct. 27, 1926 in Dunbar, PA. Attended Dunbar Borough Elementary School and Dunbar Township High School.

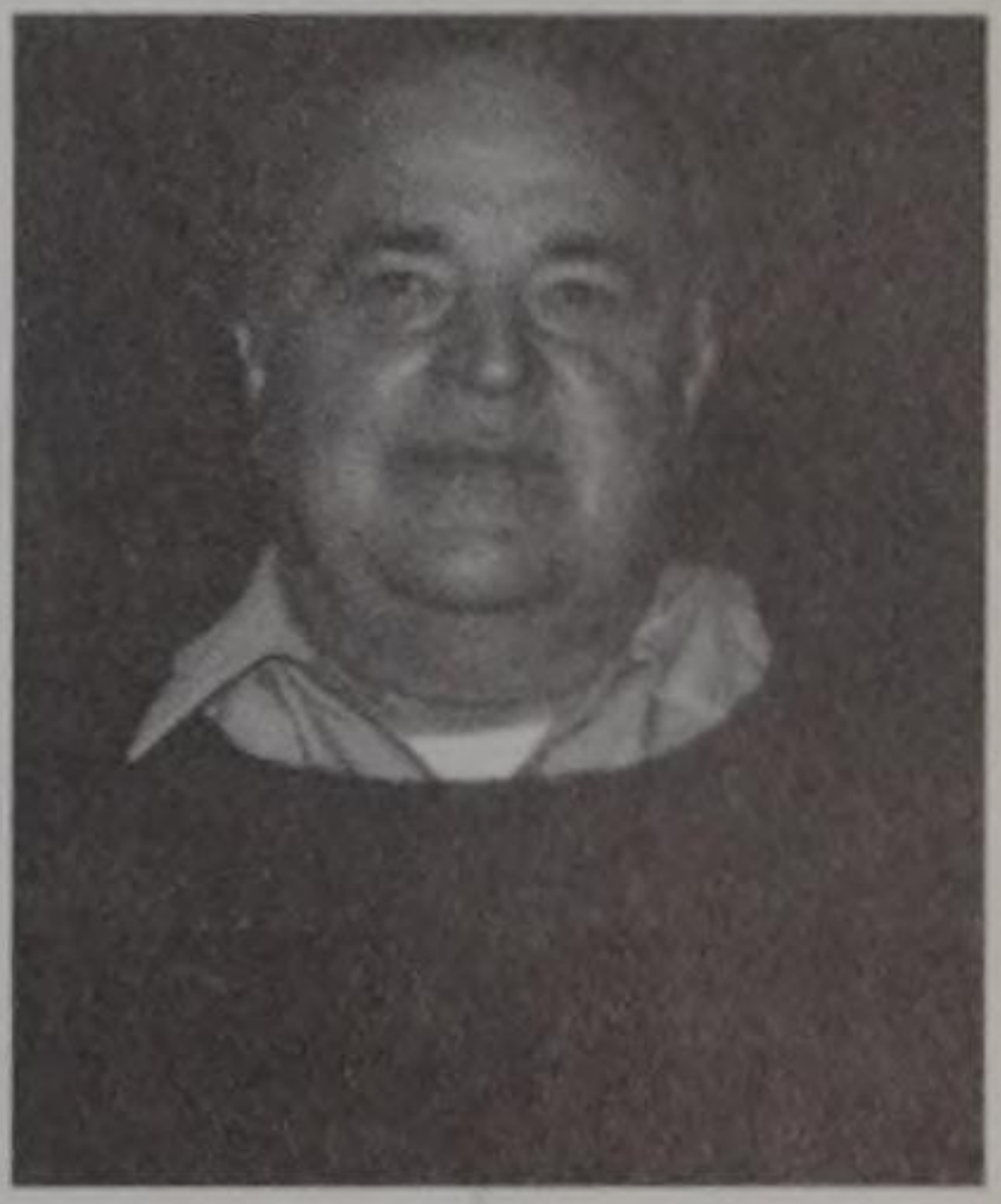
Enlisted in U.S. Navy Jan. 6, 1944 and completed recruit training at NTS Bainbridge, MD. Additional radar training was obtained at NTS Newport, RI CIC, Little Creek, VA - FSS Virginia Beach, VA.

Following training, was assigned to the USS *Wisconsin* prior to its commission and stood guard duty with fire extinguishers while the welders completed their work on the ship. When it was commissioned April 4, 1944 at Philadelphia Naval Yard, was assigned duties as radarman for the shakedown cruise to Trinidad during July and August 1944. Remained on the USS *Wisconsin* during its entire campaign until it returned to San Francisco on Oct. 15, 1945. Remained at Treasure Island until being sent to the U.S. Naval Personnel Separation Center at Sampson, NY for discharge.

After retiring from the U.S. Navy on Jan. 1, 1946, became a carpenter with the WL Whipkey Lumber Co. in Connellsville, PA until 1973, when he became a self employed carpenter/contractor. Conducted own business until 1989. He is currently semi-retired, married and the father of 12 children.

LEO K. NEUMANN, F 1/c, USS *North Carolina* (BB-55), born on New Year's day in 1924 in New York City. Started high school in 1938. Quit to join the Navy in January 1941, on a kiddy cruise since he was just 17.

Went to Newport, RI for boot training then back to Brooklyn Navy Yard to put the *North Carolina* in commission April 9, 1941.



Navy record can be summed up in latest motto adapted "From Guadalcanal to Tokyo Bay".

Discharged at Lido Beach Oct. 31, 1945. Went back to Theodore Roosevelt High School to graduate in 1948. Therefore diploma reads "Started H.S. 1938, graduated 1948."

Wife retired from "Ma Bell" after 30 years and he from the New York City Sanitation Department. Their recent travel was to the *Massachusetts* (BB-59) for the *Indiana's* (BB-58) 17th reunion. With BB-55 cap amongst these BB-58 and BB-59 hats - they only threw him overboard twice - a good time had by all - a well reunion.

"The Showboat" (BB-55) will have their 27th reunion this October 8th to the 12th, 1989. Looking forward to it.

NILE F. NEWTON, USS *Pennsylvania* (BB-38), born April 2, 1916 in Tennessee, raised in Kentucky.

Liked all sports, played high school and college baseball and basketball. Also played baseball for the *Pennsylvania* Club.

Enlisted 1940, boot camp at Great Lakes, IL. Boarded the USS *Pennsylvania* December 1940, underway for Pearl Harbor January 1941. Was in the 6A Div. Battle station and was first loader on a (5-25) anti aircraft gun. A Pearl Harbor survivor, served aboard the *Pennsylvania* from December 1940 to July 1943.

The USS *Pennsylvania* took part in all combat amphibious operations in the Pacific War Area.

Medals received: Navy Unit Commendation, Good Conduct Medal (five awards), American Defense Service Medal, American Area Campaign Medal, Asiatic-Pacific Area Campaign Medal, Navy Occupation Service Medal-Europe Clasp, National Defense Medal, and WWII Victory Medal.

Transferred to the East Coast in 1950. Served aboard the USS PC 572, USS AKS-20 and the USS *San Pablo* (AGS-30). Share duty Naval Station, Boston, MA and N.A.S. at Millington, TN.

Retired in 1960 and now lives in Hopkinsville, KY.

RAY F. NEY, NCO 1/c, USS *Wisconsin*, entered USMC May 25, 1943. Transferred, upon completion of boot camp to Norfolk Navy Yard. In 1944, transferred to USS *Wisconsin* as a member of the Marine detachment. Detached from *Wisconsin* Oct. 17, 1945 and stayed in USMC. Served on I and I duty at Camp Lejeune and Camp Pendleton at various times. NCO 1/c in charge of Marines at American Embassy at Luxembourg. Plank owner on USS *Tripoli* (LPH 10) as Assistant Combat Cargo Officer, 3rd Marine Div., Logistics/Embarkation, NCO 1/c and Force Logistics Command NCO 1/c of Embarkation. NCO 1/c of Embarkation School at Caronado, CA. Retired July 1976.

Worked as warehouse foreman for Chicago Northwestern Transportation Company. Retired December 1986. Presently works as a part time sales representative for Box Mart.

L.E. NICHOLS, Cmdr., USS *Idaho* (BB-42), enlisted Sept. 20, 1938.

Received the Bronze Star with Combat "V", Air Force Commendation Medal, Navy Commendation Medal, Good Conduct Medal, and 14 additional medals of theater operations in three wars.

Presently attending the Mt. San Jacinto College since 1981. Degrees in AA Fine Arts (Painting and Sculpting in Bronze), AS Aume, and AA Photography. Has been sculpting in Bronze Media for eight years. Has completed over 200 pieces.

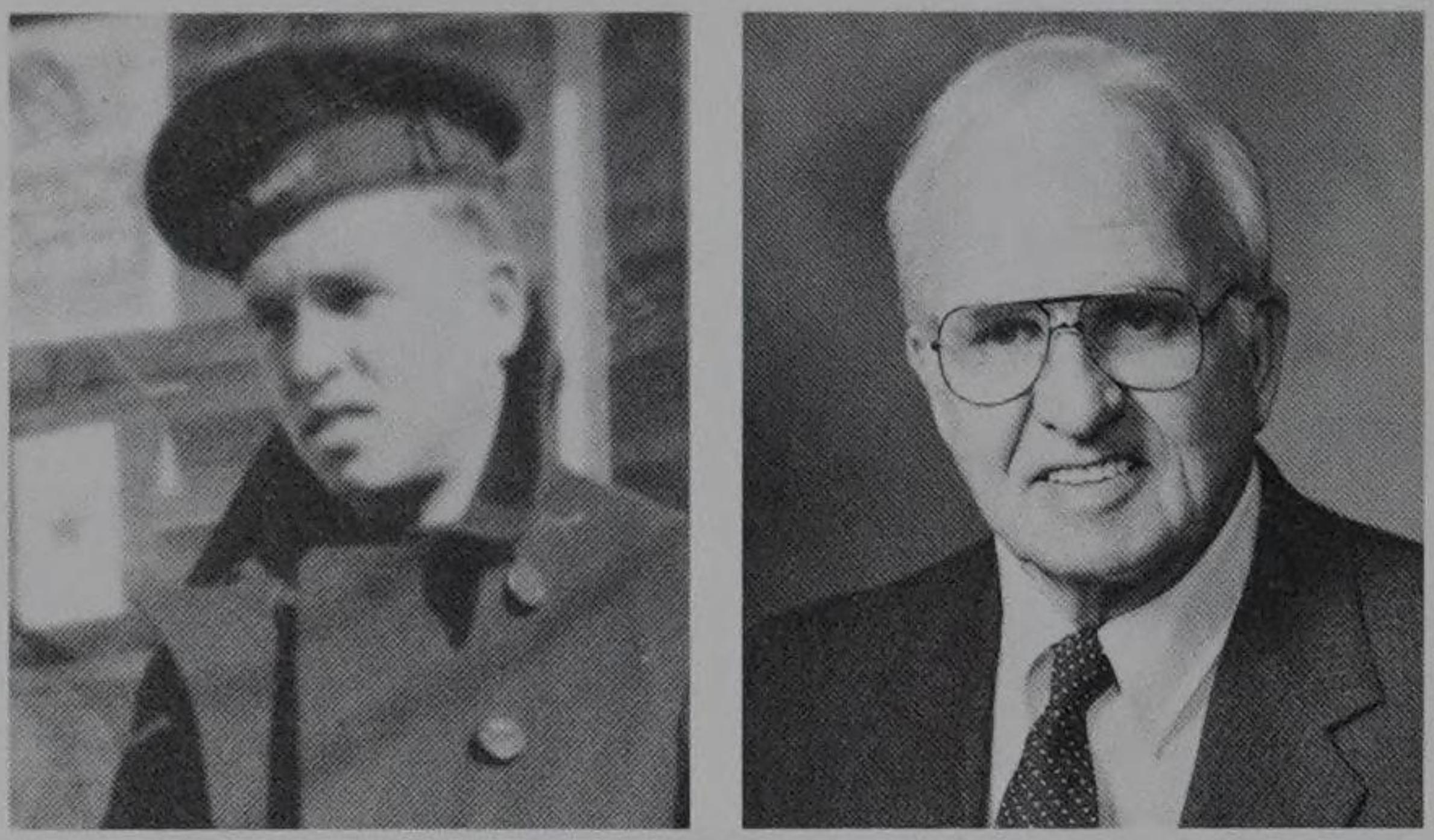
Career in the Navy was a magnificent opportunity to travel, serve his country in need, and help the sons and daughters of American mothers and fathers to become productive people while they served their country with pride. Ask a wounded Marine what a corpsman is: TRUE MALE BONDING.

HERSCHEL E. NICKELS, ACRM, USS *Mississippi*, enlisted in Navy Nov. 9, 1937. Recruit training in Great Lakes, IL. From there reported for duty aboard USS *Mississippi*. Served aboard Old Miss approximately six years. When first aboard, was in 4th Div. Next transferred to C Div. where he was in transmitter room. Made RM/3 and RM/2. Next transferred to aviation gang, V Div. After he left the *Mississippi*, he was transferred to scouting squadron VO-50 in Astoria, OR. Then to Casu 55 in North Bend, OR. Next to Casu 7 in Seattle, WA. Discharged Dec. 7, 1945.

Went to watchmaking school in Kansas City, MO. Went into jewelry business from which he retired after 40 years. Married with three children.

GLADE NIELSEN, S 1/C, USS *Indiana* (BB-58), enlisted in the Navy Jan. 10, 1944 in Salt Lake City, UT. Boot camp at NTS Farragut, ID. Reported aboard USS *Indiana*, March 1944.

Took part in following operations while stationed on the *Indiana*; Truk, Satawan, and Ponape raids; Marianas; Capture and occupation of Southern Palau Islands; Iwo Jima campaign; Tokyo air strikes, Okinawa; and the Japan blockade. Earned seven Battle Stars.



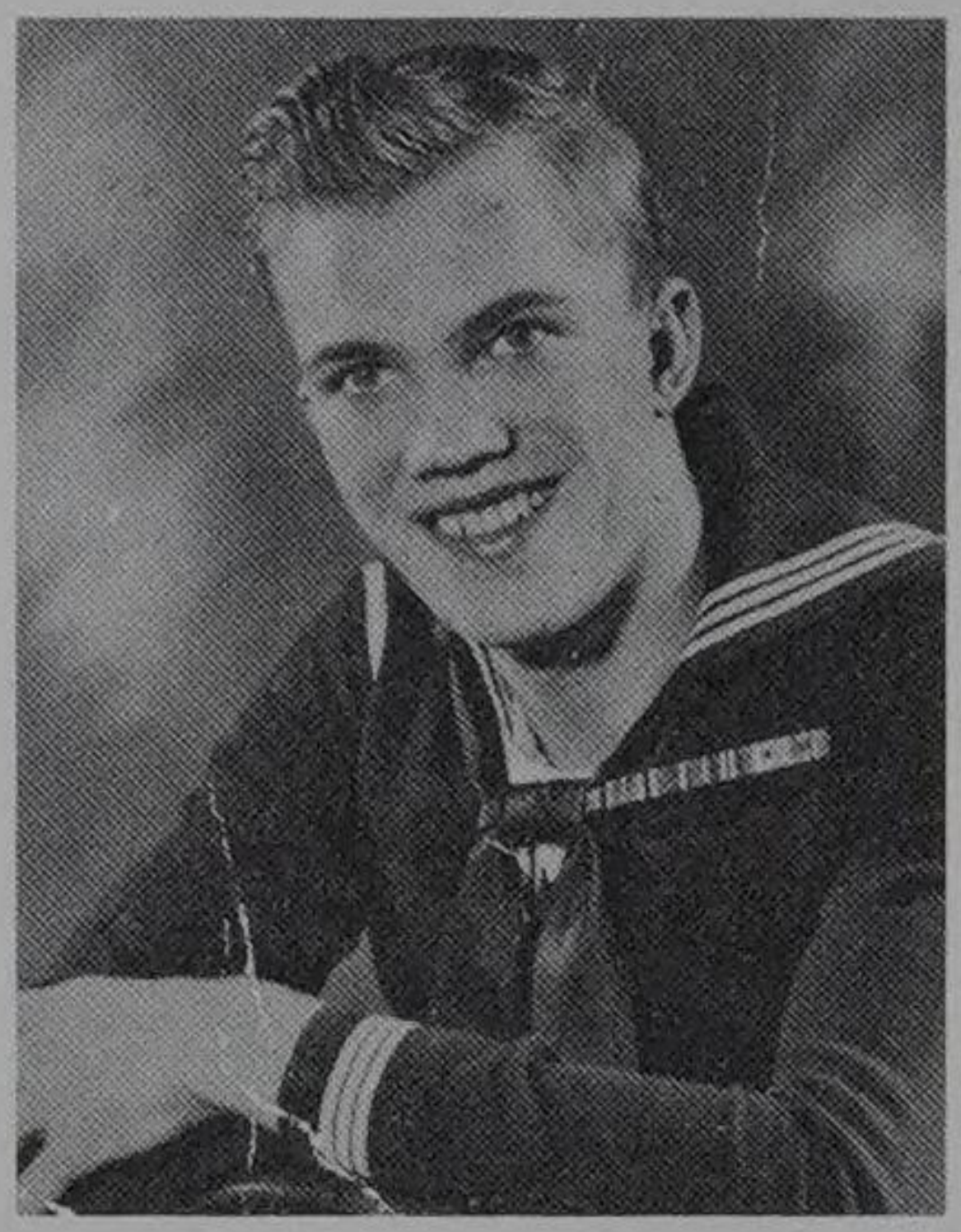
Discharged from Bremerton, WA January 1946.

Degree in Engineering Utah State. Retired from own construction business. Presently serving second term as a Utah State Senator.

HAROLD J. NOESGES, FC 1/c, USS *Pennsylvania* (BB-38), born Aug. 28, 1918 in Dubuque, IA. Enlisted in Navy Sept. 15, 1941. Discharged Nov. 15, 1945.

He is married and has one child. Retired Sept. 15, 1984.

ERNEST H. NOLIN, USS *Alabama* (BB-60), born July 12, 1925 in Providence, RI. Joined the Navy July 22, 1942. Upon completion of boot camp at Newport, RI went aboard the USS *Alabama* to put her into commission at Norfolk, VA.



Glad that he stayed aboard for the duration of the war. Is proud to say that the *Alabama* participated in nearly all of the major campaigns in the Pacific and ended up to be the first Battleship to enter Tokyo Bay at war's end.

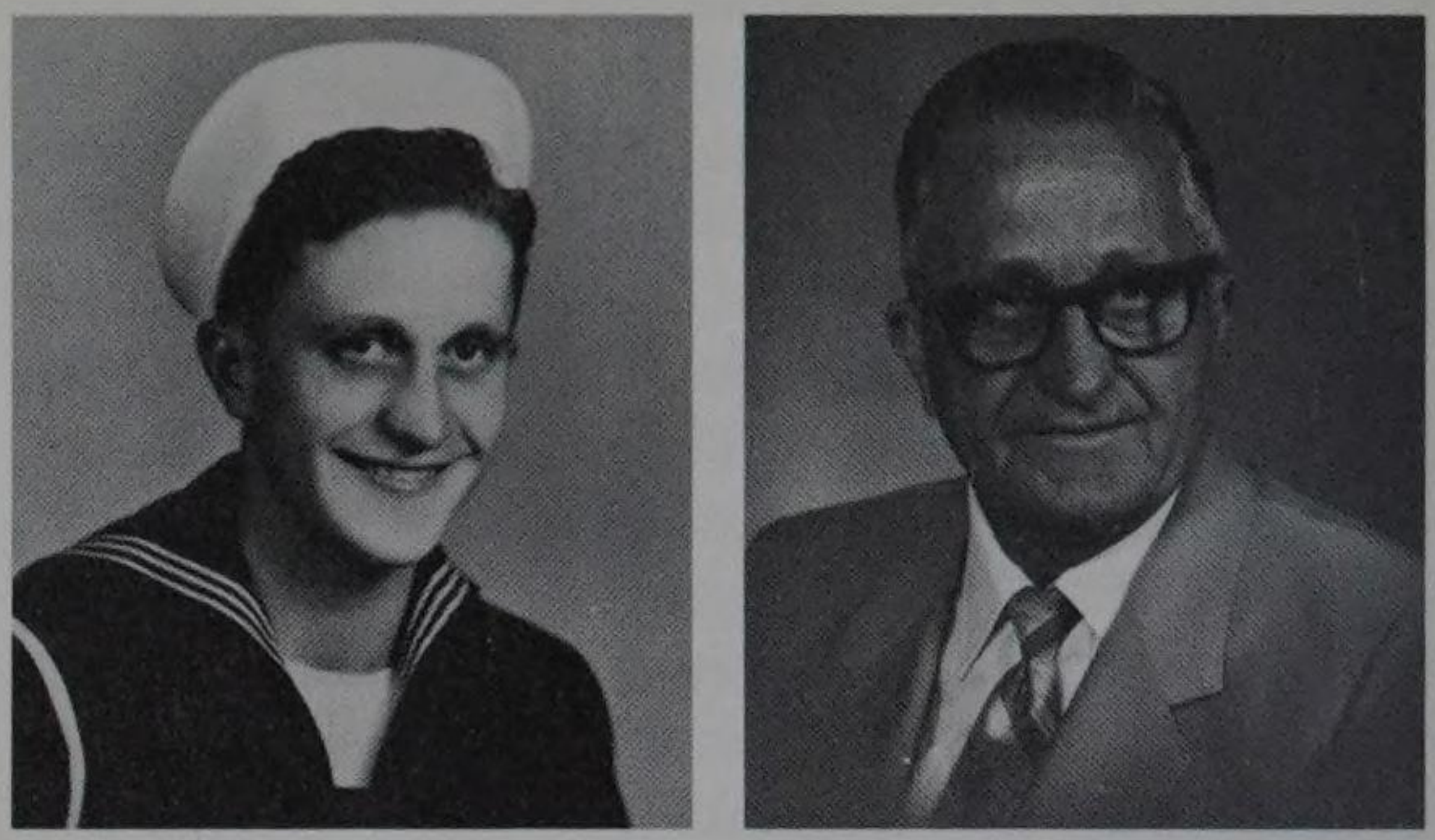
Also operated with the British Fleet, up in the North Atlantic for nine months, protecting convoys to Murmansk, Russia, and crossing the Artic Circle. Gave them all three citations, Blue Nose, Shellback, and Golden Dragon.

Received the Good Conduct Medal, American Defense Medal, American Area Campaign Medal, European-African Middle Eastern Campaign Medal, Asiatic-Pacific Medal, WWII Victory Medal, Navy Occupation Service Medal, Philippines Liberation Ribbon, and ten Battle Stars.

Upon being discharged, went to work for the Navy at Quonset Naval Air Station, retiring after 28-1/2 years as an illustrator. Looking forward to the 50 year reunion of the USS *Alabama* in 1992. WOW!

WILLIAM L. NORBY, S 1/c, USS *Idaho* (BB-42), born May 27, 1921 at Havana, ND. At age nine, parents moved to Hillhead, SD where he received his education. Before going into service, worked on construction at Charleston, IN for the E.I. Dupont Ammunition powder plant. Went into service Sept. 6, 1942 and was sent to Navy training station at Great Lakes, IL for boot training for four weeks. From there to Bremerton, WA on October 26. Was assigned for duty on the USS *Idaho* where he served on the anti-aircraft gun crew and spent the rest of service duty.

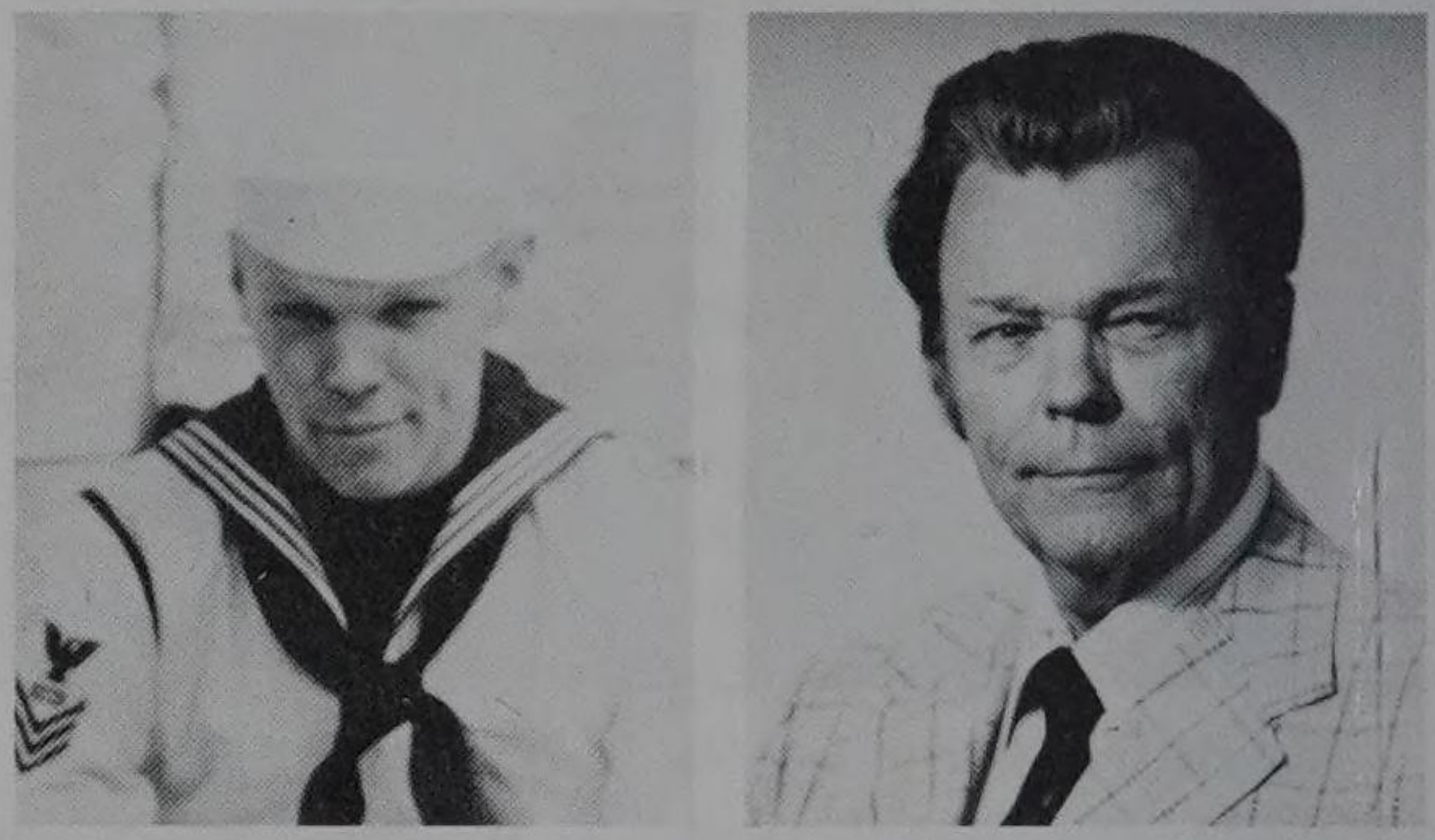
While stationed on the *Idaho*, took part in all the operations from the Aleutians to the final victory operation with Tokyo Bay for the surrender. After arriving back at Norfolk, VA was sent to Minneapolis, MN for discharge Dec. 20, 1945.



Went back to the family farm for a few years before going into the auto-body work occupation. Eventually ended up in Sunnyvale, CA where he is now retired. He is married and has one married daughter. Member of USS *Idaho* Assn. and the *Idaho* (BB-42)/75 Club.

ROBERT JAMES NORMAN, Capt., USS *Nevada* (BB-36), born Dec. 8, 1919 in Earlville, IA. Received an Associate Degree in Science. Enlisted in Navy June 21, 1937.

He is a Pearl Harbor Survivor.

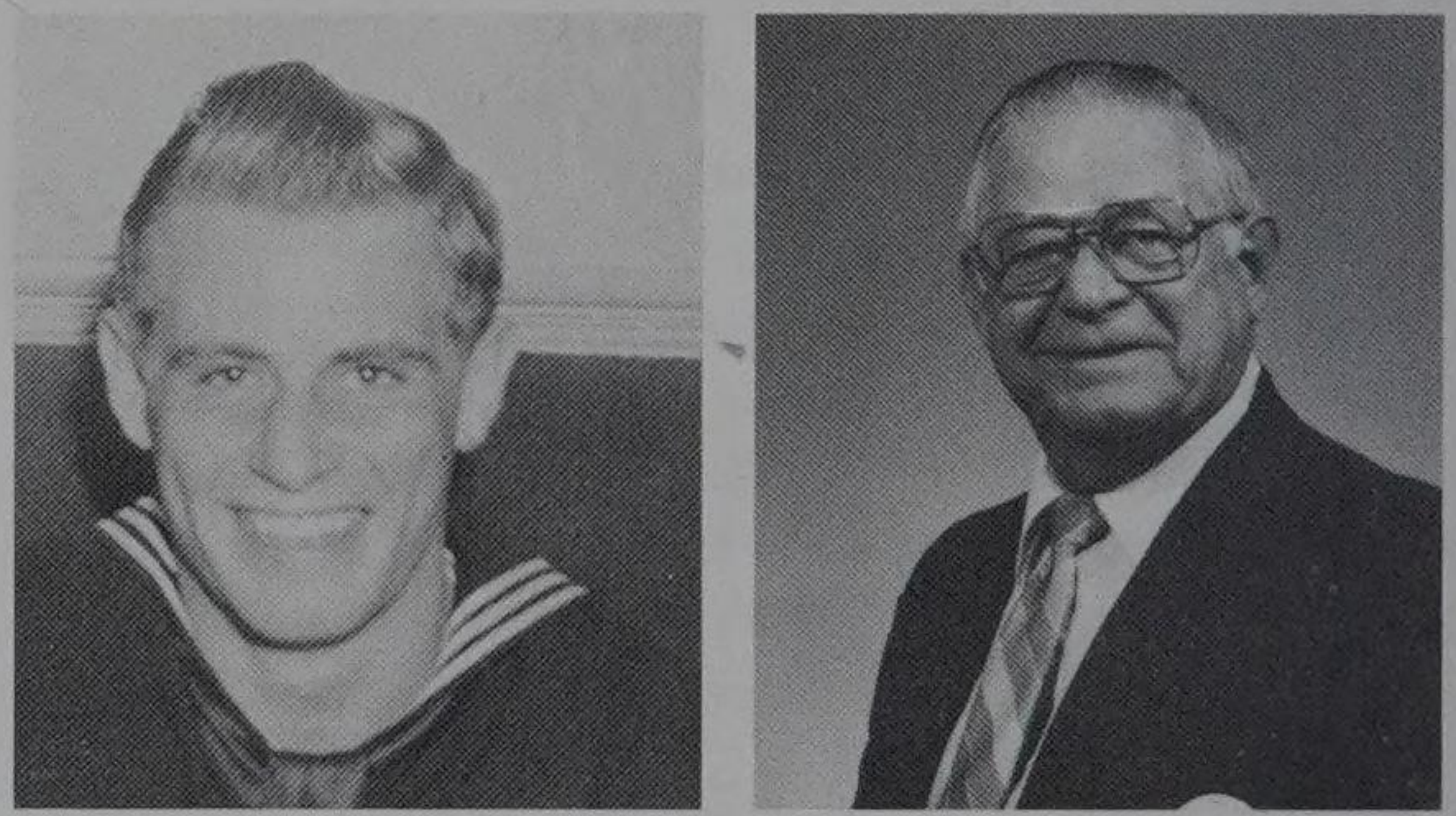


Served aboard USS *Nevada* (BB-36), USS *Turner* (DDR-834), USS *Rooks* (DD-804), USS *Abbott* (DD-629), USS *Recovery* (ARS-42), *Hubbard, Brinckley Bass, Sullivan* and *Waddell* (flag).

Married and has four children and four grandchildren. Retired from Navy in October 1973.

C.W. NORTON, Gunnersmate 1/c, USS *Colorado* (BB-45), born Dec. 22, 1922 in Fredrick, WI. Boot camp in Great Lakes, Company Commander square knot admiral. Boarded USS *Colorado* (BB-45) Jan. 1, 1942.

Colorado's first invasion was Tarawa. Transferred from *Colorado* Dec. 28, 1943, boarded L.C.I. (G) March 6, 1944 - G.M. 2/c.



Invasions while on L.C.I.: Saipan, Tinian, Invasion of Philippines, Invasion Luson Lingayen Gulf, Fire support mission Port Sual, Invasion of Kuba Shima, Invasion of Okinawa, and Invasion of Ie-Shima. This was the last invasion of the war.

Kamikaze attacks all during the Okinawa campaign. Shot down a kamikaze between Okinawa and Ie-Shima. Then support fire for Marines routing out the enemy from caves and tombs. Lost a good friend during this time, name of Ernie Pyle.

Transferred to Washington, D.C. Gunners mates and electrohydraulics school. Then shore duty Norfolk, VA. Discharged Nov. 14, 1947.

Commendations: Good Conduct, American Defense Service Medal, American Campaign Medal, Asiatic-

Pacific Campaign Medal with one Silver and two Bronze Stars, WWII Victory Medal, Navy Unit Commendation Ribbon Bar (no medal), Philippines Liberation Ribbon w/two Bronze Stars, and Presidential Unit Citation.

Is now retired - the Good Life.

GEORGE NOVAK, SK 1/c, USS *Indiana* (BB-58), born July 7, 1919 Ringoes, NJ. Attended 12 grades of school in Stamford, CT. The Navy had a new recruit Feb. 2, 1942. Upon completion of boot camp at Newport, RI, went aboard the USS *Indiana* to put her into commission. Was very fortunate that he stayed aboard for the duration of the war.

To Olive
with all my love
George

The *Indiana* participated in nearly all major campaigns in the Pacific starting at the Marcus Island Raid Aug. 31, 1943 to the occupation of Japan Sept. 2-15, 1945, earning ten Stars.

The war came to an end, the ships and crews were being discharged according to the point system. Was one of the first to arrive at San Francisco. Discharged at Lido Beach Long Island, NY Oct. 26, 1945.

His brother and he went into the retail food business which lasted 12 years during which he got married, became the proud father of twin girls and another daughter, became an employee of the State National Bank (CBT), obtained a real estate brokers license and became involved in the life insurance business. May 21, 1989 finds him completely retired, enjoying traveling the country with his wife, visiting his five grandchildren and especially looking forward to the USS *Indiana*'s 17th reunion to be held at Fall River, MA Aug. 25-27, 1989.

WALTER T. OBERMEIER, USS *Maryland* (BB-46), born Aug. 30, 1921, Crocker, SD. Enlisted in Navy at Omaha, NE September 1940. Recruit training at Great Lakes.

Went aboard USS *Maryland* November 1940 as apprentice Seaman. Served aboard until transferred in August 1945 as Chief Firecontrolman. Ship saw continuous duty in the Pacific, from Pearl Harbor to Okinawa.

Next main areas of service were the Commissioning Detail and service aboard USS *Sicily* (CVE-118), until late 1946. Student and instructor at Firecontrol schools in Washington, D.C. until early 1952. Assigned to U.S. Naval Mission to Brazil at Rio de Janeiro. Served in an advisory capacity to the Brazilian Navy, primarily on the firecontrol equipment of two cruisers, the former USS *St. Louis* (CL-49) and USS *Philadelphia* (CL-41). Returned in 1954 to Firecontrol School, Washington, D.C. Upon graduation, was assigned to Commissioning Detail and duty on USS *Canberra* (CAG-2), one of the two first U.S. Guided Missile Cruisers, until mid-1957. Assigned duty at the Fleet Gunnery School, San Diego. While there was promoted to Master Chief Firecontrol Technician in November, 1958, in the first promotional increment of the newly established rates of Senior and Master Chief. Assigned to Inspector of Naval Material and ordered on independent duty to study the new Anti-Submarine Warfare System ASROC at Librascope Corporation in Glendale, CA, then transferred to set up course of instruction at the Fleet Sonar School, Key West, FL. Retired from Navy July 1960.

As a civilian, worked in the Microwave Standards Shop in the Navy Calibration Laboratory at NAS, North Island until 1976.

WILLIAM H. O'DELL, SSML 3/c, USS *Maryland* (BB-46), born July 17, 1926, Kansas City, MO. Enlisted U.S. Navy July 28, 1943, boot camp San Diego, CA in Co. 302. Went aboard USS *Maryland* (BB-46) October 1943.

Saw action at, Tarawa, Gilbert Islands, Kwajalein, Marshall Islands, Saipan, Mariana Islands, Palau, Caroline Islands, Leyte, and Philippines Islands.

Entitled to wear Asiatic-Pacific, American Area, Philippines Liberation, and WWII Victory Medals.

Left the M*aryland* August 1945 for shore duty at U.S. Naval Receiving Station Pearl Harbor for about 15 months, came Stateside November-December 1946 and aboard USS *Prairie* AD-15 (Com-Des-Pac) until May 1947 and was sent home for discharge July 15, 1947.

After discharge, went to work for Los Angeles Co., CA and then took up printing (GI Bill), learned and worked at printing Los Angeles, CA until October 1965 when he went to work for the Office of State Printing in Sacramento, CA from which he retired February 1987. Married Jan. 25, 1947 to Sue Donna Shirley and they have one son.

NORMAN OFFENBERG, Cpl., USMC, USS *Pennsylvania* (BB-38), born June 18, 1924 Chicago, IL. Attended college two years, enlisted USMC June 22, 1944. After boot camp at San Diego attended Sea School at San Diego. Ordered aboard USS *Pennsylvania* at dry dock Hunters Point April 1945.

Sailed to war zone July 12, 1945 and bombarded Wake Island Aug. 1, 1945, received enemy fire. Arrived Okinawa Aug. 12, 1945 and became Flagship 7th Fleet, Adm. Oldendorf commanding. Ship attacked by Japanese Aircraft 2000 hours and struck with torpedo starboard aft, 19 shipmates KIA with one MIA. Kamikaze August 13. Saved our ship then down 11 degrees at stern. Sailed for Guam drydock under tow August 28, going through typhoon. With other gunners, stood gun watches through typhoon. Departed Guam Oct. 4, 1945 after repairs, arriving Puget Sound October 24 with only one screw turning. Ship's Company awarded Navy Unit Citation Nov. 3, 1945 in name of Secretary of Navy, the only Battleship so honored.

Honorably discharged from USMC July 25, 1946 and returned to college earning engineering degree. Married with seven children, youngest son is Lieutenant/Corporal in USMCR. Currently employed as Marine Engineer on Landing Craft Air Cushion (LCAC) contract with USN.

ROSS R. OLSEN, EM 1/c, USS *Nevada*, born Oct. 25, 1919 in Seattle, WA. Attended high school and two years of college. He joined on May 27, 1942, and called to active duty on June 18, 1942. Reported to the Naval Receiving Station at the Naval Shipyard in Bremerton, WA. He reported to the USS *Nevada*. He was with the *Nevada* throughout campaigns in the Atlantic and the Pacific. He was discharged on Nov. 5, 1945. He was married on Oct. 17, 1942 and again on April 17, 1974. He has two children and one grandchild.

He worked as a consultant for the Utility Power Co. and retired on Dec. 31, 1974.

WESLEY W. OLSON, SR., GM/2 and ET/1, USS *Oklahoma* (BB-37), born Oct. 15, 1918 in Overton, NE. Attended school in Oakland, CA. Joined the Navy November 1936. Did recruit training in San Diego and boarded the USS *Oklahoma* as an Annapolis trainee.

Washed out because of his eyes and went into the Quartermaster gang, then to the barber-shop and finally to small-arms gunnersmate.

Was discharged just before the ship went to Pearl Harbor. Worked for a while for Kaiser shipyards then went back for the duration on the Island of Guam.

After the war, went to work for AT&T Long Lines for 28 years and then 12 years with BARTD. He is a member of ABA and USS Okl*ahoma* Assn.

ALBERT J. O'NEILL, SK 1/c, USS *South Dakota* (BB-57), born and raised in Brooklyn, NY. Enlisted Regular Navy in January 1942. Went to Newport, RI for basic training. Was assigned to the *South Dakota* in the Philadelphia Navy Yard. After shakedown cruise, headed for the Pacific.

Wasn't too long before first encounter, Battle of Santa Cruz, in which ship downed 32 planes in one day. Following month, had first night surface engagement with Jap Navy, followed by many other battles, adding up to nine Battle Stars and one Navy Unit Citation.

After three years Sea Duty, spent two years Shore Duty at Lido Beach, NY.

Next assignment was Pearl Harbor Commissary Store. Last tour of duty was on Destroyer USS *Compton* (DD-705). After being discharged in June 1948, returned to job at New York Times newspaper.

During time in service, married and has five sons and ten grandchildren. Enjoying retirement with wife and family, after 44 years at the New York Times.

RUSSELL L. ONSTAD, Seaman 2nd Class, USS *North Carolina* (BB-55), enlisted in the Navy February 1944 and sent to Farragut, ID for boot training.

Was assigned to the USS *North Carolina* as a gunners mate in the first 16" gun turret. Remained on the *North Carolina* until the end of the war.

The most exciting event of Naval career went as follows:

While on their way to Iwo Jima, taskforce came under a heavy kamikaze attack. He was observing the battle from the main bow deck, when from out of nowhere a low flying kamikaze was approaching their ship. He yelled to the nearest Marine gunner to draw fire on the kamikaze. The gunner swung his weapon around and knocked the plane into the sea.

Was discharged in February 1946 with seven Battle Stars and six Campaign Medals. Married and settled in Minneapolis eventually establishing own ornamental iron business.

ERNEST ORTIZ, S 1/c Gun Striker, USS *Pennsylvania* (BB-38), born Feb. 13, 1924 Bisbee, AZ. Entered Navy December 1942. Went aboard the Pennsy April 1943.

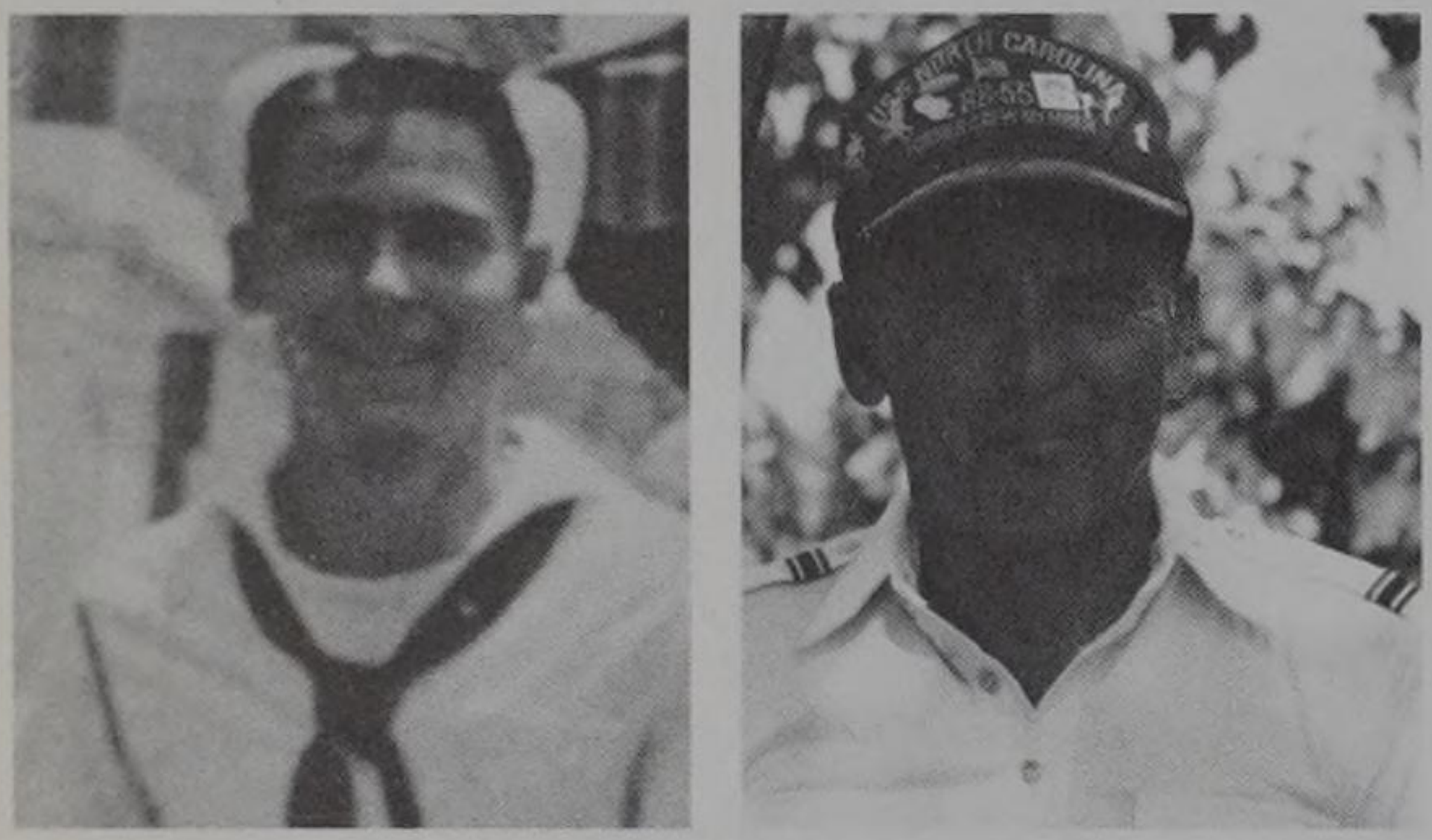
Is very fortunate and lucky to be alive today. First when at Wake Islands a Japanese shell hit a range finder, he was ten feet below where it hit. Secondly, in Okinawa, a Japanese torpedo hit aft on Starboard side of the ship and they were directly on the port side.

Received American Campaign Medal, Asiatic-Pacific w/eight Battle Stars, WWII Victory Medal, Philippines Liberation Ribbon and Navy Unit Citation.

Has a wonderful wife with five children and four grandchildren. Works as an U.A.W. Aerospace Union Representative. *(Photos on page 219)*

BOB PALOMARIS, Gunners Mate, USS *North Carolina* (BB-55), born March 17, 1926 in Pasadena, CA. Joined Navy when 16, went to San Diego Naval Training Station on 17th birthday. Got through the 11th grade Pasadena, J.C.

Went to Hawaii on *J.J. Franklin Bell*. Served three years on *North Carolina* as a 20mm gunner mount 5 on bow of ship. After war went with skeleton crew to Germany to give the USS *Europa* to the French.

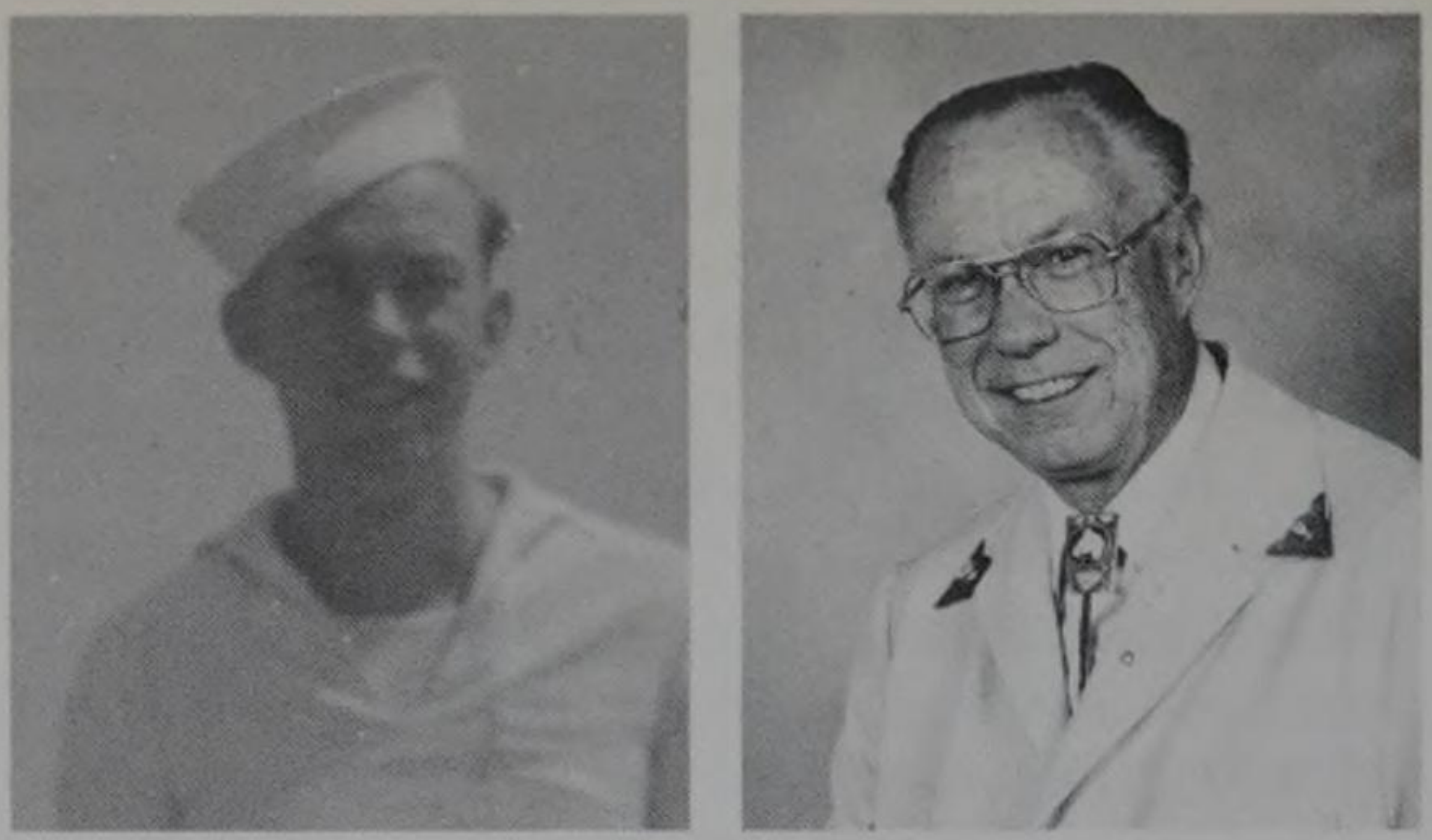


Discharged May 26, 1946 with the following medals: Good Conduct, American Campaign Medal, WWII Victory Medal, Navy Occupation Medal, Asiatic-Pacific Medal, Philippines Liberation Medal, American Theatre Medal and Purple Heart.

Most memorable experience was off Okinawa when a Japanese val dive bomber dove at the carrier *Essex* and dropped two bombs, one went into water on starboard side, the other in water on port. He then went right down on the water at 1900 yards and headed for our bow in what seemed to us as a kamikaze attempt, we opened up at around 1700 yards. Could see tracers going into him but he kept on coming, was on his fourth magazine when he started coming apart and blew up like a firecracker. Gun crew and himself smoked at this time of their life, and could not light cigarettes for a long time and then we all laughed about it. (It's after the fact when you get scared and get the shakes.)

Retired last year from 42 years in the Ceramic Tile Business, doing a lot of mosaic tile and Bezintine Murals all over the United States.

WILLIS S. PARSONS, Firecontrol Tech. 1/c, USS *Iowa* (BB-61), born Jan. 6, 1927 in San Diego, CA. Attended grade and high school mostly in Lovelock, NV. BS degree in Engineering from San Diego State College in San Diego, CA in 1950. Enlisted in Navy January 1945, discharged November 1947. Recalled in September 1951, discharged in November 1952. Took Basic in San Diego. Attended Navy Fire Control Schools in San Diego and Washington D.C. Helped place the USS *Fresno* (CL-121) in Commission. Served on the USS *Wallace D. Lind* (DD-703).



When called for Korean War, served on USS *Iowa* (BB-61).

From 1952 until 1982 worked in various Engineering positions at White Sands Missile Range (WSMR) New Mexico. When retired was Project Engineer. Interested in and active in Genealogy, Gideons, & Assn. for Retarded Citizens (ARC), Past President of ARC of State of New Mexico. Married to Marjorie Ella Tate Parsons have two daughters and one son and three grandsons.

ALEX PARTOCK, Y 2/c, USS *South Dakota* (BB-57), quit his job Dec. 31, 1941 at South Bend, IN, and Jan. 20, 1942 joined the Navy. Due to lack of boot camp space, their group had to wait until February 20th. Most of their group was assigned to the USS *South Dakota* and ultimate original crew members for commissioning.

Their sea going action and engagements made headlines, Savo Island, Guadalcanal and others during his 29 months aboard and of course their dear beloved Skipper Capt. Gatch. After being transferred from the *South Dakota*, did Ship's Company duty at Columbus, OH, Indianapolis, IN, and Great Lakes, IL, where he received discharge Nov. 25, 1945.

After the Guadalcanal surface engagement, went topside from battle station (#1 Radio Room and Communication Office) started through the deck officers shack and there were a number of bodies, badly mangled, the stench of death hit him square in the face, he backed out, went to the ship's side and heaved his guts out. Was sick at his stomach for several days. War is horrible, death is part of war and we must remain strong to prevent future wars. Our Navy including Battleships must be a part of this strength, many bleeding heart liberals in Washington would totally disarm our Nation. This must never happen or we shall cease to be a free nation.

JOHN JAMES PASDEN, EM 2/c, USS *Wisconsin* (BB-64), born Martins Perry, OH. Inducted July 1950. Discharged May 1954. Most of action was shelling Korea. Above and below the parallel.

One day while patrolling up and down the hilly country of Korea, about 20 miles or less off the coast, lobbing 16 inch shells, they were hit on the 03 level aft starboard side where the smoke generators were located. He was on the second level below this location at his battle station in the carpenter shop when the small shell hit. It sounded like a set of tire chains was dropped on deck. When over the speeches they were advised to stay inside as they had just taken a hit. Naturally everyone went up to see the damage. He got a piece of the shrapnel from the missile. About three men were wounded. The most serious in the eyes. This was the first time the *Wisconsin* ever took a hit.

Has a son and daughter, same wife for 27 years. Has worked for AT&T for 32 years now. Living in Columbus, OH. The first of July his friend and he will attempt to drive to Alaska for an adventure, in a 71-Ford station wagon.

STEPHEN C. PATRINOS, Sr. Chief Instrument, USS *Alabama*, enlisted Jan. 5, 1943. Navy boot camp Newport, RI. Picked up destroyer, USS *Emmonds* (#557), Newfoundland.

Did convoy duty crossing the Atlantic. Settled in home port, Scapa Flo, Scotland. Did convoy for ships going Murmesk, Russia. Crossed the Arctic Circle and he became a Blue Nose. On convoy duty to Russia, were attacked by U-boats. Torpedoes were fired but destroyer came through. Invasion of North Africa, the *Emmonds* and other ships were shooting the Norwegian Coast as a diversion. Back to Scapa Flo, was transferred to the Battleship USS *Alabama* and reported to the Radio Tech. Dept. Fleet returned to Norfolk, VA. *Alabama* passed through Panama Canal and on to Naval Base, Hawaii. Left with a Naval Force for Espirito, Santos. Bombarded Truk Island. Backed up the invasion of Tarawa. Their propeller shaft hit something in the water, had to return to Hawaii for repairs and were requested to take Japanese prisoners to Hawaii. Hawaiian Naval Base could not make repairs and were sent to Bremerton, WA. Shelled the Island of Palau and took part in Leyte Gulf conflict and the invasion of the Philippines and were the back up of the shelling of the Island of Tinian Saipan, also shelled and participated in the invasion on the Island of Iwo Jima and Okinawa and entered Tokyo Bay for the signing of the surrender of Japan. Discharged Nov. 27, 1945.

Worked at General Electric Company for 43 years as an office equipment technician. Six of the last 43 years, was an executive board member of Local IVE representing 575 G.E. employees.

In 1960 re-enlisted U.S. Naval Reserves at Salem, MA, unit I-26 as Chief Instrument. June 1985 retired from U.S. Naval Reserves after doing two weeks of active duty for a total of 23 years. At present time, is divorced and traveling.

FRANK P. PAUL, MOMM 2/c, USS *North Carolina* (BB-55), born Feb. 18, 1924 in Auburn, ME. Enlisted in Navy Feb. 2, 1943.

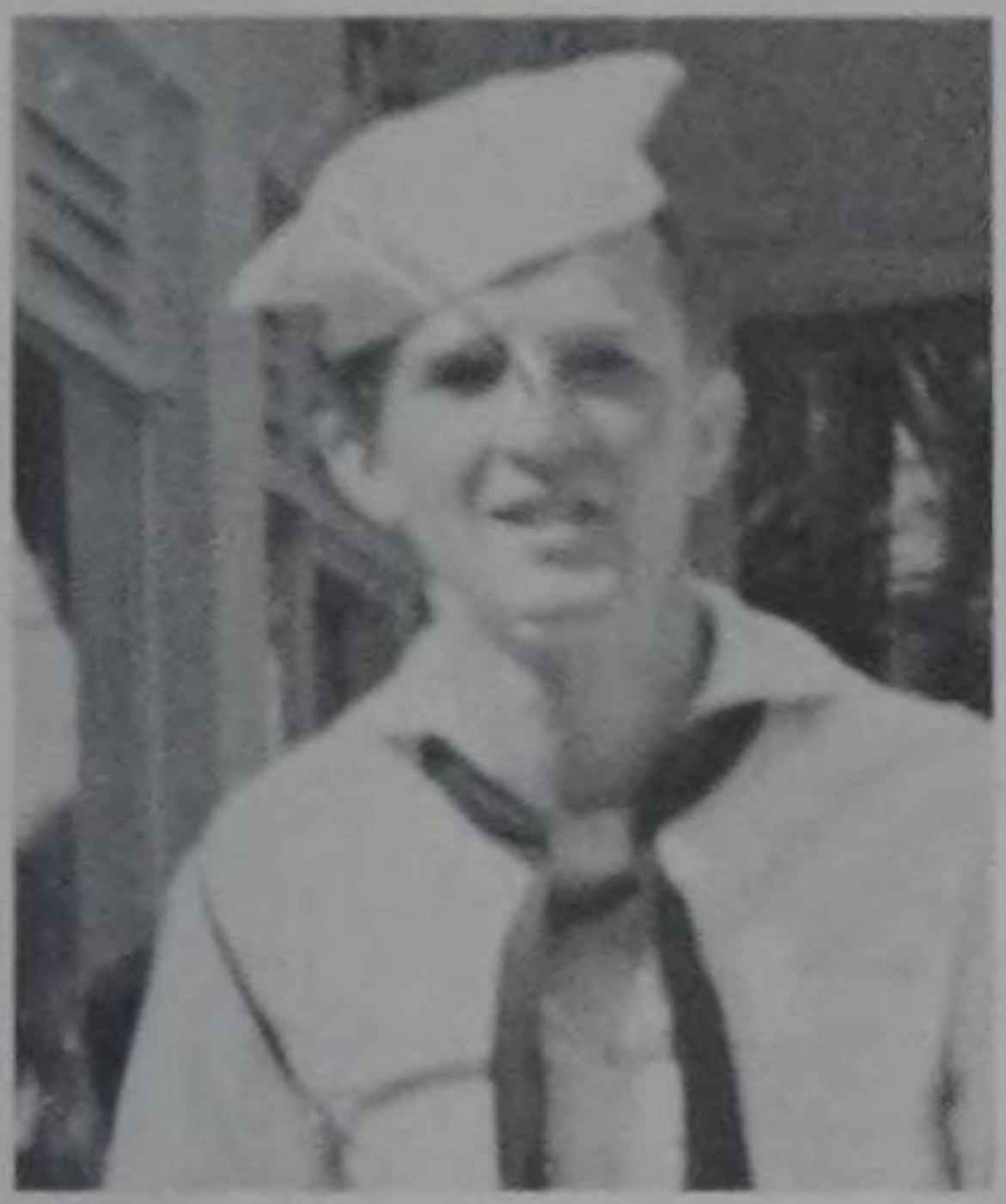
In 1943 while crossing the Utah-Nevada desert on a troop train, the locomotive broke down, and the guys were chasing jack rabbits totally unaware of the danger of rattlesnakes.

After boarding *North Carolina*, one of his battle stations was on the fantail in a 40mm ammo locker passing shells up to the mount. Recalls watching many 16 inch salvos fired while bombarding Jap islands and atolls and also seeing many planes shot down during the Mariana "turkey shoot".

Was a member of the Tokyo Naval Occupation Force from the ship. Discharged Feb. 11, 1945. Married Aug. 9, 1944. Has one child and one grandchild. Primary profession was toolmaker and machinist and was employed by Raytheon Corp. Semiconductor, Fairchild Semiconductor and finally Pejepscot Paper Co. Resided in Lisbon, ME for 42 years and retired from the Lisbon Volunteer Fire Department after 40 years of service.

LEONARD PAUL, (Lenny), USS *Wisconsin* (BB-64), born Sept. 1, 1925. Graduated Baltimore City College in June 1943 and inducted into the Navy

December 1943. Spent boot camp at Bainbridge, MD and upon completion was assigned to USS *Wisconsin* while it was still being built. Assigned to Newport, RI for further training and then boarded the USS *Wisconsin* in the Philadelphia Naval Yard during its final assembly and commission. Spent entire time aboard the battleship until discharge in May 1946. During this period served as a Yeoman in the Communications (Radio Div.). They were assigned to the 3rd Fleet and participated in all operations involving Peleliu, Leyte, Wake, Okinawa, etc. Sports oriented, played on the *Wisconsin* baseball team during Guantanamo and Pearl Harbor stays. Also played on the *Wisconsin* softball team while they won the 3rd Fleet championship.



For the past 37 years he has been associated with Churchill Distributors sales division in the wine and liquor industry in Maryland. Has been married for 33 years to the former Florence Koch of New York. They have three children and two grandchildren. He is very active in racquetball and tennis.

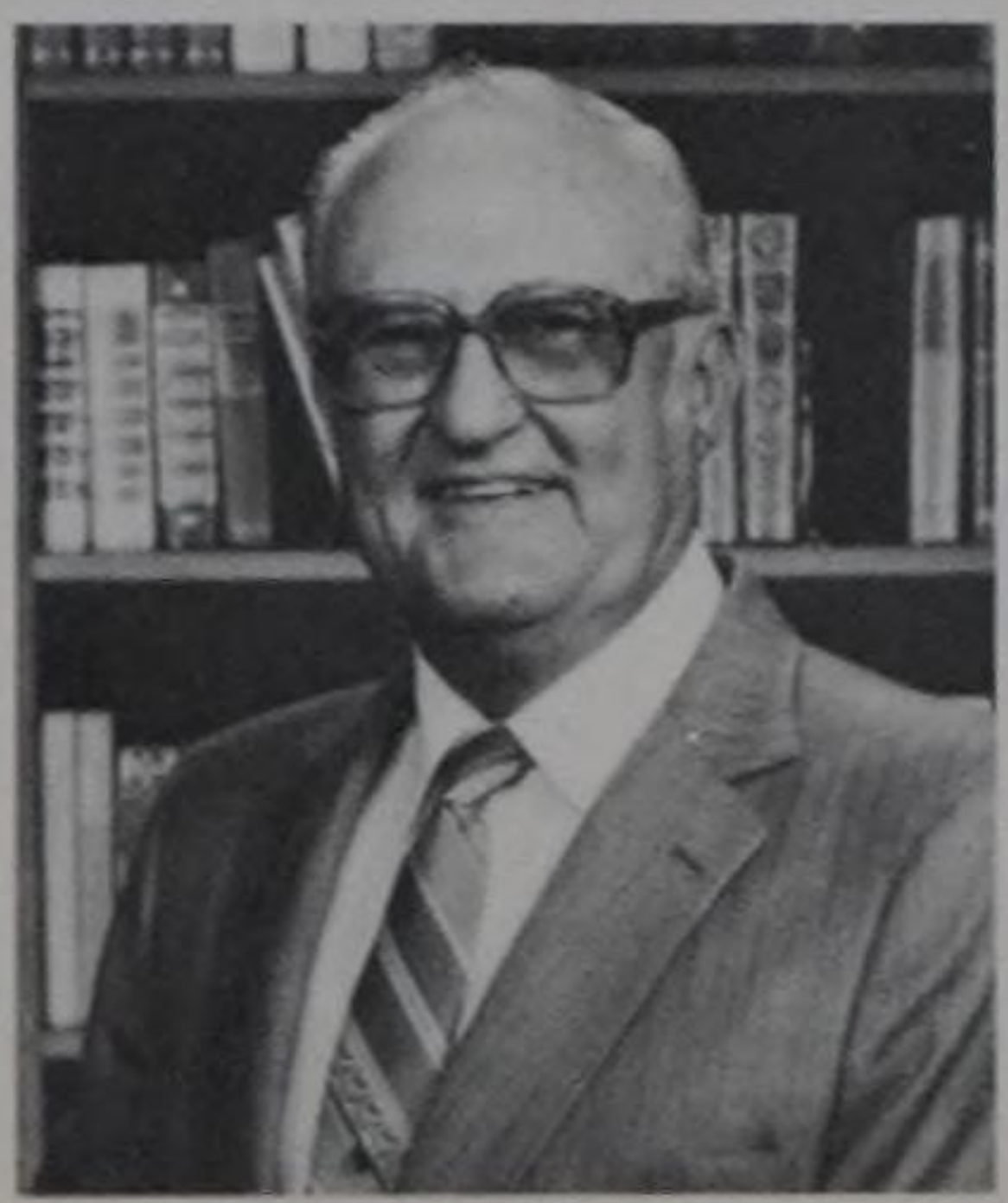
DONALD L. PAULEY, Water Tender 2/c, USS *South Dakota* (BB-57), enlisted in service June 14, 1943. Discharged April 6, 1946.

Participated in actions on Gilbert Islands, Nauru Island, Marshall Islands, Roi, Namur, Truk, Guam, Saipan, Tinian, Palau, Yap, Woleai, Hollandia (New Guinea), Ponape, first and second battles of Philippine Sea, air strike on Japanese Fleet, Pagan and nearby islands, Okinawa, Luzon, Formosa, Leyte and Iwo Jima.

The USS *South Dakota* fired the first major caliber projectiles on the Japanese home islands. Bombarded Kamaishi, Honshu on July 14, 1945 also bombarded Hammamatsu, Honshu on the night of July 29-30 and bombarded Kamaishi a second time Aug. 9, 1945. Received orders to cease offensive operations. Dropped anchor Sagamiwan, and then proceeded to anchor in Tokyo Bay. Peace treaty was signed on board USS *Missouri* in Tokyo Bay Sept. 5, 1945. Thank God they were homeward bound, loaded with Marine and Army personnel who were as happy as they were.

Today just a retired old man trying to survive.

WILLIAM DONALD PAVLICA, S 1/c, USS *North Carolina* (BB-55), born Aug. 26, 1921 in Flatonia, TX. Attended Colony, TX school. Inducted on July 20, 1943 at NRS San Antonio, TX and into active service July 27, 1943. Upon completion of boot camp at NTS San Diego, CA, was sent to N.P. Dist. Center, Pleasanton, CA, then to Pearl Harbor, HI and went aboard the USS *North Carolina*. Stayed aboard the duration of the war.



The USS *North Carolina* was present at all major campaigns. Receiving American Area Campaign Ribbon, 12 Stars Asiatic Pacific Area Ribbons, Philippines Liberation Ribbon (one Star) and Victory Medal Ribbon. Was in service two years, three months, 22 days. Discharged from Nashville, TN Nov. 11, 1945.

After getting out of service, worked in a gas station, drove a truck, worked in oil fields, had cattle and owned and operated a cleaning and pressing shop. He is retired at this time and lives in Flatonia. His wife and he have two children and four grandchildren.

CHARLES CALVIN PEARSON, S 1/c, USS *North Carolina* (BB-55), born April 2, 1926 in Hecla, SD. Enlisted in Navy Feb. 15, 1944. Discharged May 7, 1946.

Remembers typhoon in South China Sea. First time he was sea sick. Thought he would die. Was so sick, didn't care if he did.

Married Anna Graff Pearson July 27, 1946. They have two children and two grandchildren. Works as a truck driver, printer and auto mechanic.

EDWARD MICHAEL PEASE, GMC, born April 9, 1951 in Yakima, WA. Graduated from East Valley High School, Yakima, WA in June 1969. Enlisted in Navy July 10, 1969 in Yakima, WA.

Military locations and stations: Boot camp-San Diego, CA October 1969. Diver school-Pearl Harbor, HI February 1970. USS *Hunterdon County* (APG-838) Vietnam July 1970. USS *George McKinney* (DD-836) San Diego, CA July 1971. USS *Rowan* (DD-782) Yokosuka, Japan January 1972. NTC Kenitra Morocco October 1973. NTC Great Lakes, IL March 1975. USS *Briscoe* (DD-977) Norfolk, VA November 1978. Naval Reserve Center Pasco, WA September 1981. USS *Missouri* (BB-63) Lone Beach, CA May 1985. Naval Reserve Center Pasco, WA July 1987. USS *Sacramento* (AOE 1) Bremerton, WA April 1989 to present.

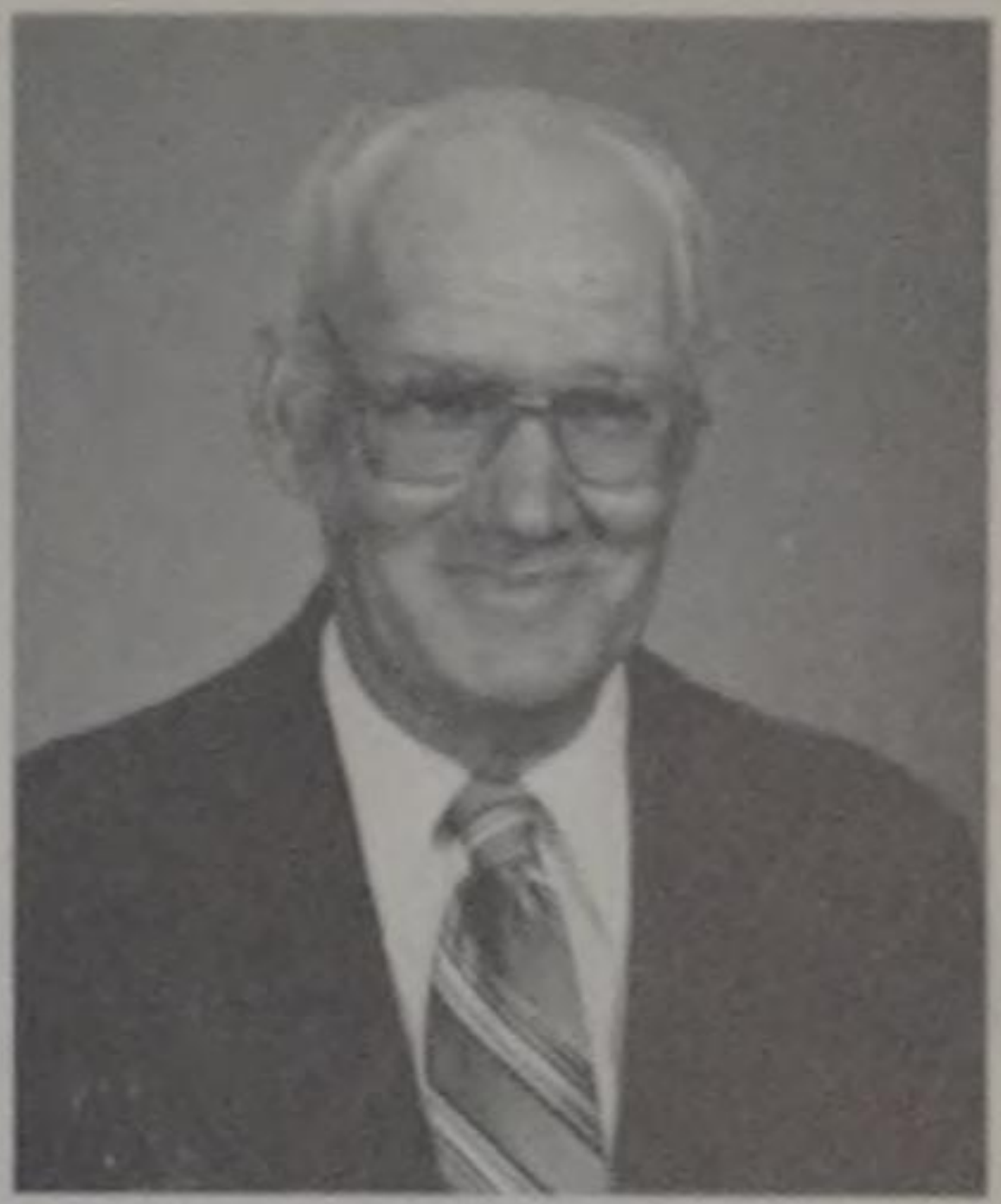
Stations in Vietnam: Heavy Mike Boat PBR repair (USS *Hunterdon County*), eight tours gun line Vietnam USS *Rowan*, Hihaiphong Harbor Naval Bombardment.

He remembers his shell back initiation and the assistance that Master Chief Fleeks and Master Chief Capazzi gave him during the initiation.

Still in service.

Married Michael Ann Bridge-George Jan. 28, 1984. Has two step-children. Daughter Tara Lee and son John DeVere.

LOUIS CLINT PEER JR., Gunners Mate, USS *Pennsylvania* (BB-38), born May 3, 1920 in Mesick, MI. Enlisted in Navy in 1942. Discharged in 1945.



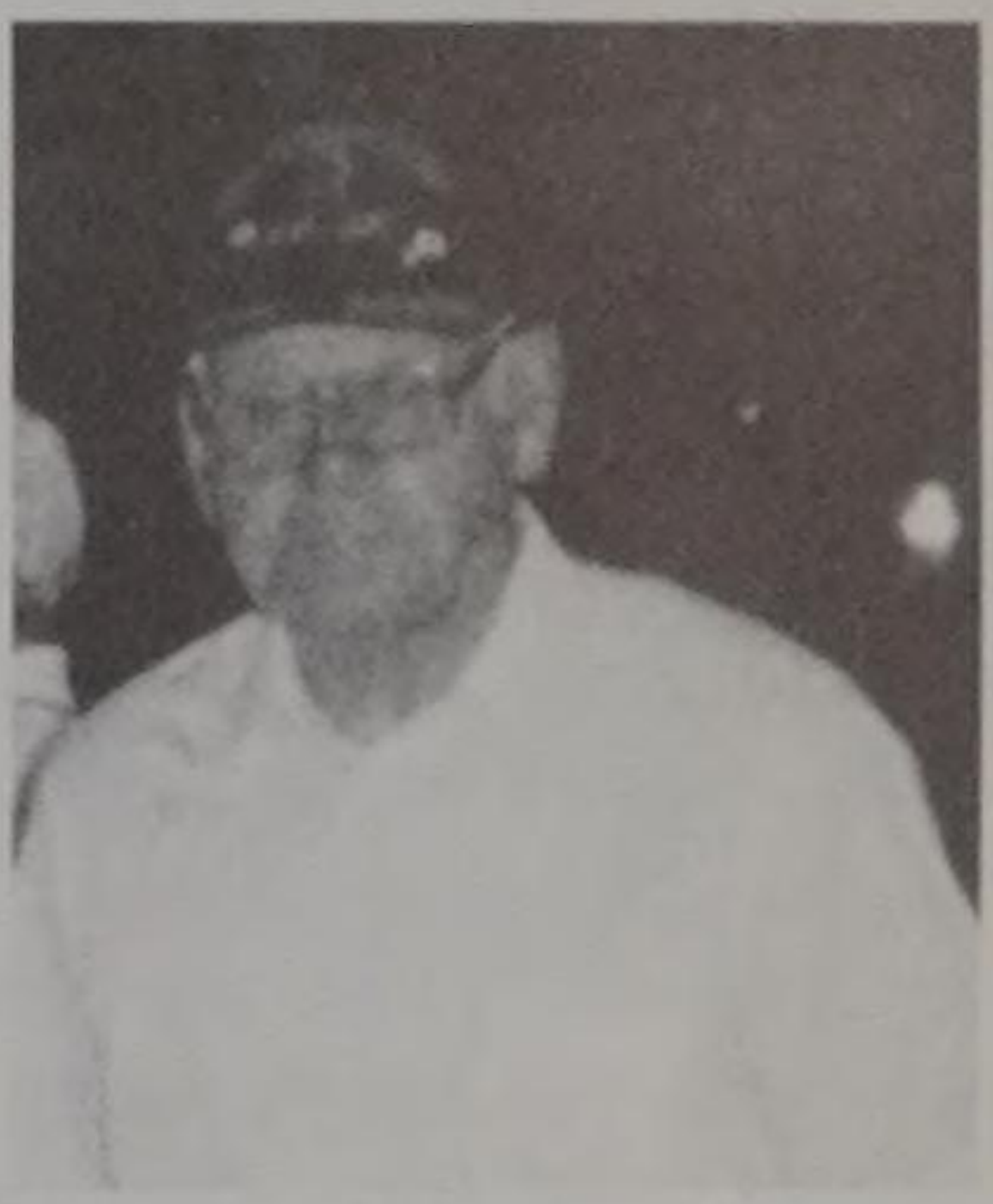
He is married and has seven children and 16 grandchildren. Retired in 1975 from Federal Mogal in Greenville, MI.

ROBERT J. PEERS, BM 2/c, USS *Tennessee* (BB-43), born Sept. 18, 1923 Henryetta, OK. Moved to Phoenix, AZ 1935. Joined U.S. Navy June 13, 1941. Went to boot camp San Diego, CA.

Requested to be assigned to the USS *Arizona*, for sea duty. But was assigned to the USS *Tennessee* (BB-43), 3rd Div. Later was transferred to the 11th Div. where remained until discharged in December 1945. From Dec. 7, 1941 to VJ Day 1945, the *Tennessee* had 16 operations against the enemy.

After discharge, worked for a power company hot stick crew, three years. Resigned and went to work for Mountain Bell Telephone Co. 34 years. Retired in 1982. Won state lottery in 1983. In spare time likes to fish and hunt. Active in V.F.W.-PHSA. and American Legion.

PAUL E. PENCE, USS *Pennsylvania* (BB-38), born Nov. 13, 1915 at Big Clifty, KY. Enlisted in Navy May 1, 1944. Discharged Jan. 3, 1946.



Boarded the *Pennsylvania* Aug. 16, 1944 at Eniwetok. Bombarded Japanese installations on the Peleliu Island for three days. Then to Leyte. January 5, 1945, helped land troops on Luzon. On to Okinawa on Aug. 12, 1945 where the Pennsy was hit with Japanese torpedoes on starboard side. Saw her last action of the war on Jan. 16, 1946. Was designated as target ship in atomic bomb test at Bikini Atoll.

Paul married Mildred W. Pence. They have two children and five grandchildren. He retired July 31, 1976 as a truck driver.

ROBERT C. PENISTON, Capt., USS *New Jersey* (BB-62), born Oct. 25, 1922, Chillicothe, MO. Attended grade, intermediate, and high school in Wichita, KS. Attended University of Wichita before entering U.S. Naval Academy. Graduated Naval Academy June 5, 1946 as a member of the Class of 1947. Masters degree Stanford University 1958. Naval War College graduate 1962.

Initial assignment aboard *New Jersey*. Served in

destroyers *Putnam, Cone, Willis A. Lee, Nicholas* (Executive Officer), *Savage, Tattnall,* guided missile cruiser *Albany*; Navigator Presidential Yacht *Williamsburg* during presidency of Harry S. Truman.

Commanded *Savage* (DER-386), *Tattnall* (DDG-19), *New Jersey* (BB-62), *Albany* (CG-10). Had heart rending task of decommissioning BB-62 on Dec. 17, 1969.

Served ashore at Recruit Training Command, Great Lakes, two tours in Bureau of Naval Personnel, Aide to President Naval War College, J-3 on staff CINCLANT/CINCLANTFLT, Director Naval Education Development.

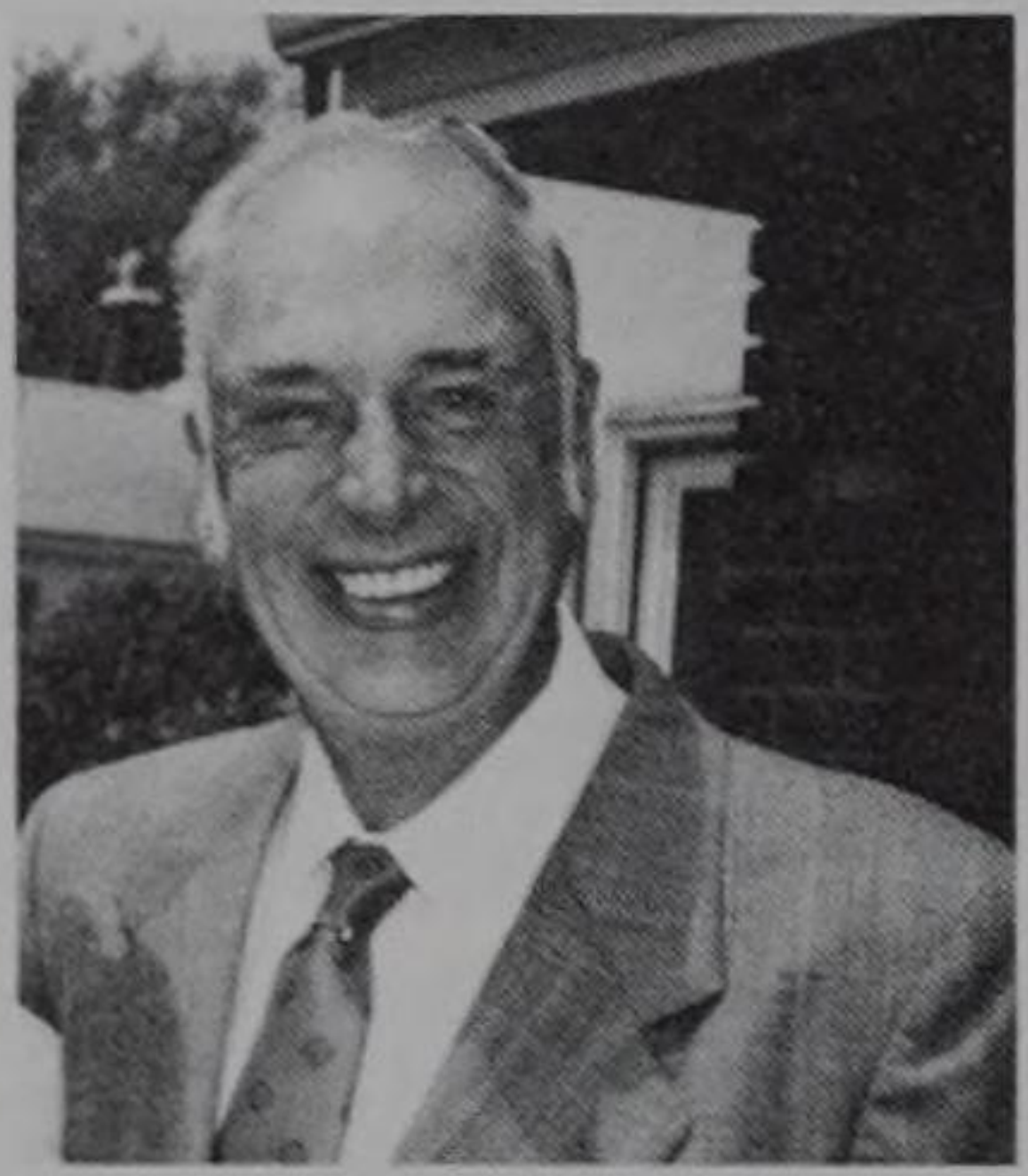
Retired June 1, 1976. Joined staff of Washington and Lee University, Lexington, VA.

EUGENE RICHARD PERRY, LCDR, USS *North Carolina* (BB-55) born July 18, 1918 in Yoder, El Paso Co., CO. Enlisted in the USN on Feb. 12, 1937. Served in USS *New Orleans* (CA-32) from June 1937 to January 1941, then went to Brooklyn Navy Yard to commission and serve on board *North Carolina* until November 1942. Promoted to Chief Yeoman. Appointed Ensign Nov. 15, 1943. Reported to USS *Cape Johnson* (AP-172) for remainder of war and in command of decommissioning detail.

Received permanent commission and sent to University of Utah and Naval Post-graduate school. Served in USS *Cavalier* (APA-37) during Korean Conflict. Taught Naval Science at Marquette University. Executive Officer of the USS *Allagash* (AO-97). Served in Chief of Naval Operations office as Head, Postal Affairs Branch where he was instrumental in establishing the Postal Clerk rating in the Navy. Served in Pearl Harbor as Pacific Postal Officer, and taught Naval Amphibious Warfare and Assistant Training Officer at Naval Amphibious School, Coronado, CA. Retired in 1964 as a LCDR, USN.

RICHARD A. PESTKE, PHOM 2/c, USS *Indiana,* served on USS *Indiana* from July 8, 1945 until February 1946, U.S. Navy Service May 24, 1944 to Feb. 13, 1946. In the South Pacific Ocean when general quarters were sounded. Went to his station at the top of the ship. Someone yelled, "Three bogies at 9 o'clock on the port side." Two were coming in high and one was at water level. Had an 8mm movie camera with 50 foot rolls of color film. Could aim it like a gun, push the button and get pictures. Loaded the camera, put on a telephoto lens and waited. The planes were too far away to start taking pictures.

As the two high Jap planes came in, he thought of "Smitty." Smitty never missed and sure enough down went the two planes. The plane that was at water level was boring in for the kill. Watched as he got closer and closer, waiting for the best pictures. Fifty feet of film runs out real quick in the camera, so wanted to get him as he got hit and went down. Waited, he got closer, the 40mm gunners started firing. It seemed like all hell broke loose and everyone was firing at that one plane.

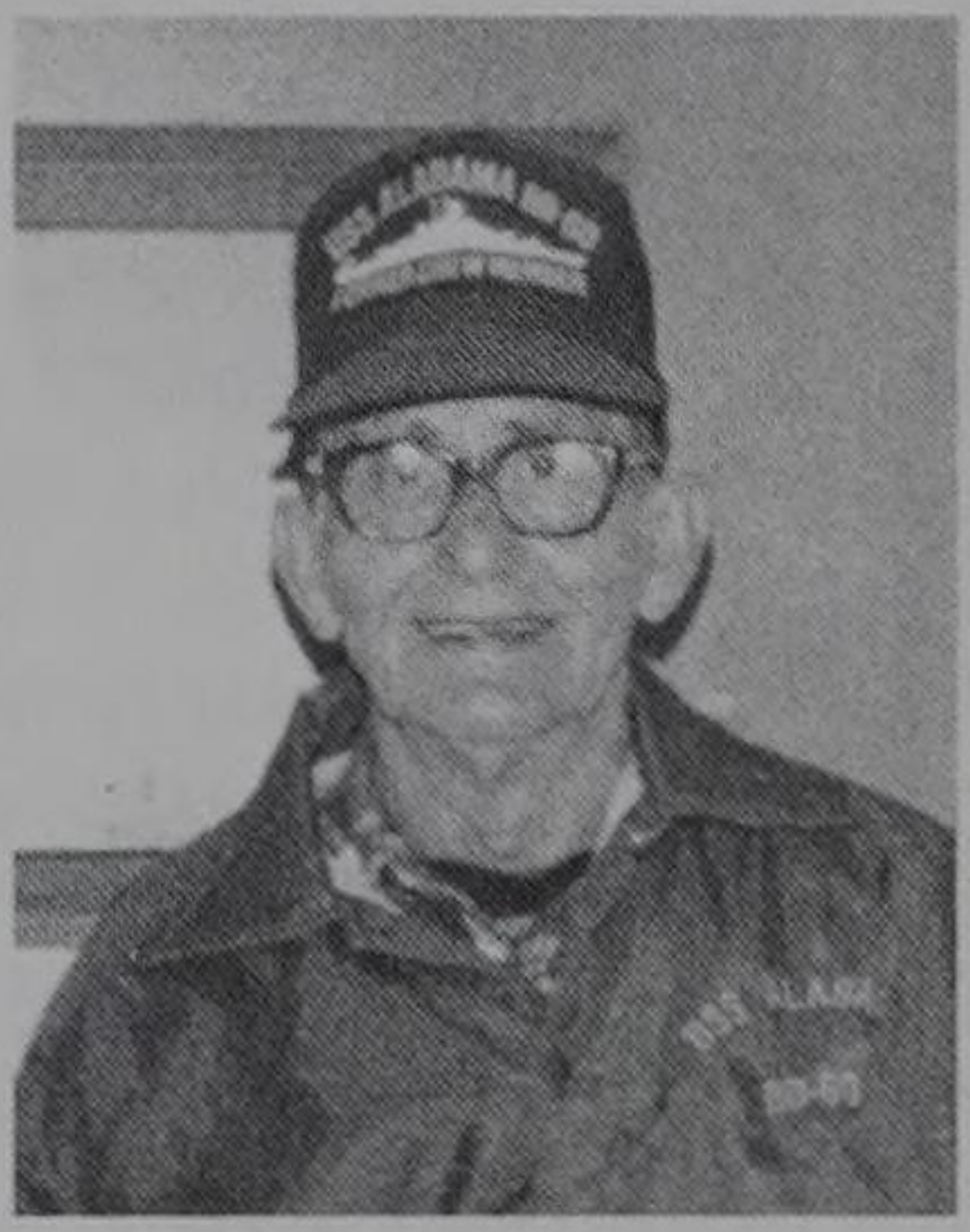


Could actually look down at the plane and see the pilot. He had his hatch open and was looking out from side to side of his plane. Started the camera and at this point the shells were hitting him, but he wouldn't go down. Could see fabric from the wings come off. The plane would shudder from the hits he was taking but he still came on. Could now see him clearly. He had his goggles up and a white scarf around his neck that was flapping in the wind. It was like watching an old Hell's Angels movie of WWI. And still he came on and on. At this point Richard kept saying, "Go down, go down," but still he came on. Couldn't believe he was getting hit with so many shells and was still airborne. Now Richard thought, they were going to get hit and then heard camera speed up, indicating that he had run out of film. Was so scared that he kept taking pictures. Couldn't let go of the button. At that point, he crashed and blew up in the water only a few hundred yards from ship. The gunner couldn't let go of the gun's triggers and kept firing for several seconds after the plane had blown up. The concussion of the plane exploding jarred quite a bit. Parts of the plane actually fell onto ship. After the guns stopped firing, there were several seconds of complete silence. Could hear the water from the bow of the ship. Then could see sailors running to get parts of the plane that landed on the ship.

At a reunion, 43 years later, met Ed Mankin who was a ship's yeoman in the captain's office. He told him he had a piece of that plane. He brought it to him and he held it in his hands. A great feeling came over him. He was a small part of history.

PERCY R. PETERSON, MM 3/c, USS *Alabama,* born Nov. 12, 1922 in Bailey's Harbor, WI. Entered the Navy on July 2, 1944. Had boot training in Farragut, ID. Served aboard the USS *Amnen,* a destroyer, and then was transferred to the battleship USS *Alabama* where he stayed until the end of the war. Left the *Alabama* in Bremerton, WA and was discharged at Great Lakes Naval Station, IL on June 7, 1946.

Received following medals: American Area Ribbon, Asiatic-Pacific Area Ribbon one Star, and WWII Victory Ribbon.



On Dec. 15, 1944 when the 3rd Fleet met the Great Typhoon around the island of Luzon. The fleet retired to meet the tankers to refuel. The storm got worse. Had fueling detail on the port side. They got the large hose hooks to the fill pipe when the sea kept getting rougher and it finally broke the hose. They all took an oil bath. On the second day, the ship was really rolling and pitching with waves 70' high. In this storm, it sank the destroyers, *Spence, Monaghan,* and *Hull*. This was an experience he will never forget as he didn't sleep or eat much for three days.

In June 1963 started own business, Allied Equipment, Inc., selling, renting, and repairing construction equipment. After 26 years, retired on August 1988 and still president of company.

Was married in Green Bay, WI on Oct. 30, 1945 and has five children and six grandchildren.

Will continue to attend the USS *Alabama* Annual Reunions and relive some of his seatime experiences.

JOHN L. PHILLIPS, Lt., USS *Pennsylvania,* born on April 29, 1918 in Meridan, MS. He attended Auburn University and joined the Navy Reserves on July 1, 1942. He served on the Pennsy and was discharged in January 1946.

He was married on June 14, 1942 and has two children and six grandchildren. He is a salesman for McGraw Edison.

WALTER DAVID PHILLIPS, born on April 13, 1921 near the small town of Macclesfield, NC. Joined the U.S. Marines on Nov. 12, 1942.

Medals received: American Campaign Medal, Asiatic-Pacific Campaign Medal w/five Stars, Philippines Liberation Medal w/two Stars and World War Victory Medal.

His memorable experiences are having his brother as one of the 13 Marines in group. Brother, Sgt. Willie T. Phillips died in 1968 and having the privilege of serving under Adm. Halsey. He was a great man with compassion for all he commanded. Also, having an official part in the Peace Treaty Ceremony, USS *Missouri,* Sept. 2, 1945.

Walter Phillips married his high school sweetheart in 1943 while stationed at Yorktown, VA. His wife worked at the Naval Payroll Office. They have two sons and four granddaughters. After serving in the Marines, returned to the family farm. Retired from farming in 1984. He is presently working during the summer at the Maccripine Country Club Golf Course.

REUBEN B. PICKETT, Plt. Sgt., USS *Maryland* (BB-46), born March 5, 1916 in Port Neches, TX. Attended Port Neches Elementary School and Port Neches High School.

Enlisted U.S. Marine Corps Reserve May 13, 1943. Military locations and stations: Pacific Area from Sept. 29, 1943 to Oct. 11, 1943. Marine Detachment, USS *Maryland* (BB-46) from Oct. 11, 1943 to Aug. 29, 1945.

While serving aboard USS *Maryland*, participated in naval action at: Gilbert Islands, Marshall Islands, Saipan, Marianas Islands, Peleliu Island, Palau Group, Philippine Islands, Okinawa and Ryukyu Islands. Participated in fleet action against the enemy at Philippine Islands.

Effective May 8, 1945 entitled to wear the following ribbons and stars: American Theatre, Asiatic Pacific with seven Stars, and Philippines Campaign with two Stars.

Employed at Gulf Oil Corporation as Area Storehouseman. Retired April 1, 1976. Enjoyed hunting, fishing, golf, and gardening. Passed away on Oct. 2, 1987.

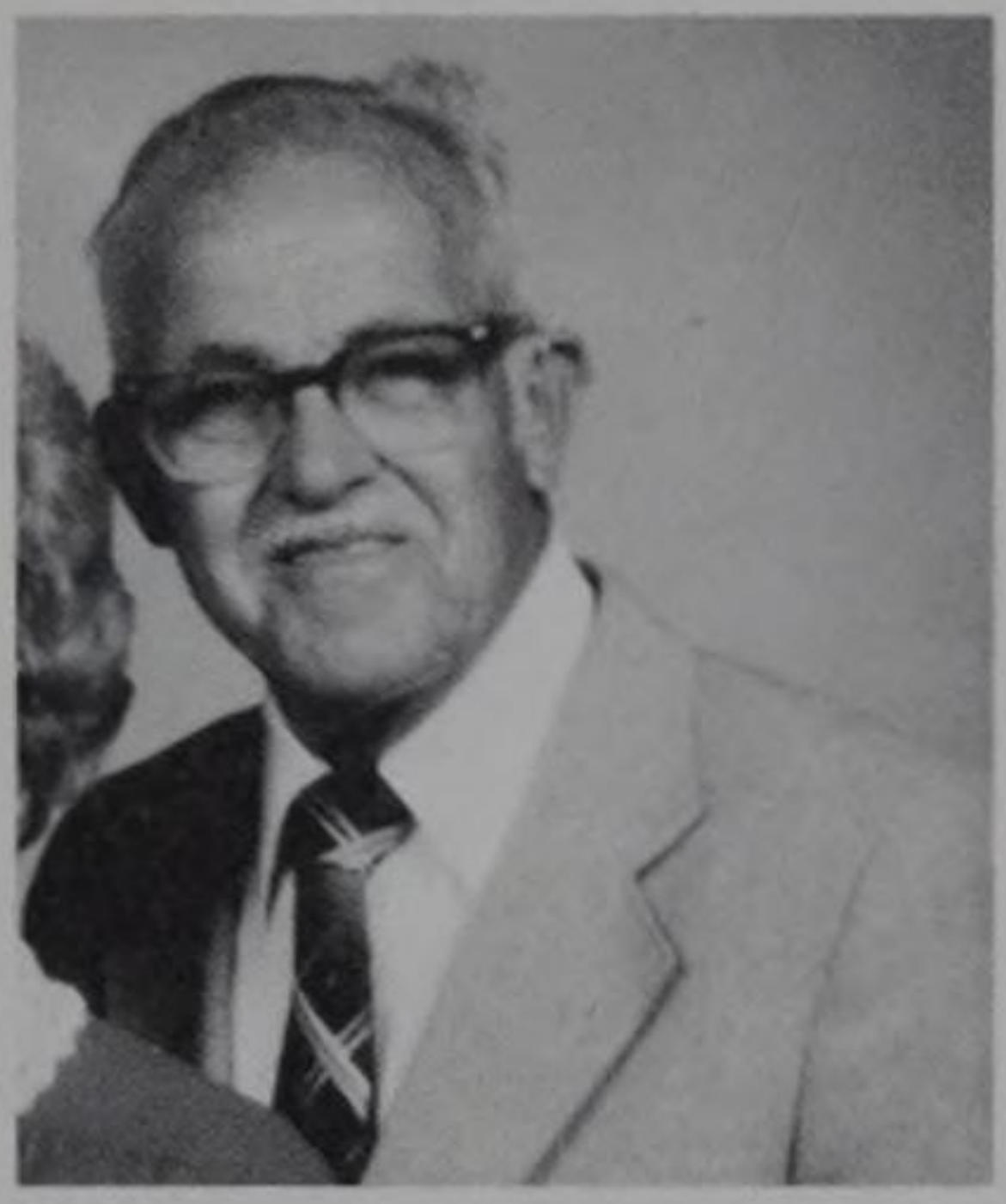
JOHN J. PICURI, EM 2/c, USS *Wisconsin* (BB-64), enlisted at age 17 New York City Aug. 25, 1943. Boot camp in Newport, RI, EM School at Morehead College, Kentucky. Requested and assigned *Wisconsin* under construction in Philadelphia - March 1944.

Met future wife, Marie Forte during liberty, in Philly. Served entire first cruise in *Wisconsin* from commissioning until her return under Golden Gate Bridge Oct. 15, 1945.

Five Battle Stars for action at Leyte, Luzon, Iwo Jima, Okinawa and Japan. Whenever in action was excited, but nervous! When hungry, raided his shipmate's (Steve Umina EM 3/c) locker. Served in honor guard for Adm. William (Bull) Halsey, when he was Grand Marshall of Rose Parade - Jan. 1, 1946. Left *Wisconsin* April 30, 1946. Discharged Lido Beach, NY May 3, 1946.

Married Marie and raised six children. Retired 1986 from Boeing Aerospace as an electrical engineer after 32 years service. Now living in St. Petersburg, FL. Member: American Battleship Assn., Battleship *Wisconsin* Assn. and V.F.W., Post 4256, Madeira Beach, FL.

CLARENCE R. PIERCE, S 1/c, USS *Wisconsin* (BB-64), born Draper, VA Dec. 19, 1915. Family moved to Galax, VA while he was small. Moved to Norfolk Co., VA now Chesapeake. Went to work in NNSY March 15, 1942. Reported for active duty U.S. Navy Dec. 22, 1943 USNTS Bainsbridge, MD. Then to U.S. Naval TRA Newport, RI Navy Ship Yard, Philadelphia, PA. Reported for duty aboard USS *Wisconsin* (BB-64) at commissioning April 16, 1944. Served aboard the ship until the war was over. On returning to the States, was transferred to USNH Long Beach, CA. Then transferred to USNH Portsmouth, VA. Discharged March 22, 1946.



While aboard ship, was in the 4th Div. Lt. Paul Harkey was division officer. Station was 5" projectile loader rt. gun mt. 2. On Aug. 1, 1945, was involved in an accident. Just prior to this, had been shelling Japan and had pulled back to take on supplies. Was cleaning the face plate of mt. 2 when they launched a drone from the ship for target practice. They lost control, it hit him knocking him to the deck. Was unconscious with compound fracture of left elbow and other injuries. Was in sick bay eight days. Had to have surgery, was the reason for transfer to hospital.

PHILLIP R. PIERCE, USS *Indiana* (BB-58), born Feb. 10, 1924 in Tacoma, WA. Joined USMC Sept. 7, 1941. Boot camp San Diego, CA Fleet Marines. Then assigned USS *Yorktown* January 1943.

Wounded on Marcus Island Raid August 1943. Sent U.S. Naval Hospital Pearl Harbor October 1943, assigned USS *Indiana*. Participated in nearly all major campaigns in Pacific Theater starting with Marcus Island Aug. 31, 1943. Earned ten Battle Stars and several campaign ribbons.

Served on six ships during WWII and Korean War. USS *Yorktown*, USS *Indiana*, USS *Cresent City*, USS *Calbildo*, USS *Carter Hall* and USS *Eldorado*. Married Juanita Younce from Tacoma, WA Nov. 10, 1945. They have two children and six grandchildren. Retired from the Tacoma Fire Dept. with 28 years of service and Puget Sound Naval Ship Yard with 17 years of service. Including time in the service.

JIM PILAND, USS *Pennsylvania*. Jim has many good memories aboard the Pennsy, especially with friends in E Div.

Always enjoyed liberty in the different ports.

Battle station was the search lights. Job was to blind the Jap kamikaze pilots. Ship almost got hit but turned at last moment. Turned and hit the *Tennessee*.

Worst moment was the time they were loading ammunition. Crew was taking 100 lb. bags of powder and storing it in the hole. Two or more of the bags exploded, killing four men. No one knows why the ship didn't explode. They buried the four men at sea. This was very sad.

WILLIAM R. PILLSBURY, S 2/c, USS *Missouri* (BB-63), born July 5, 1924 in East Braintree, MA. Enlisted USNR March 17, 1944.

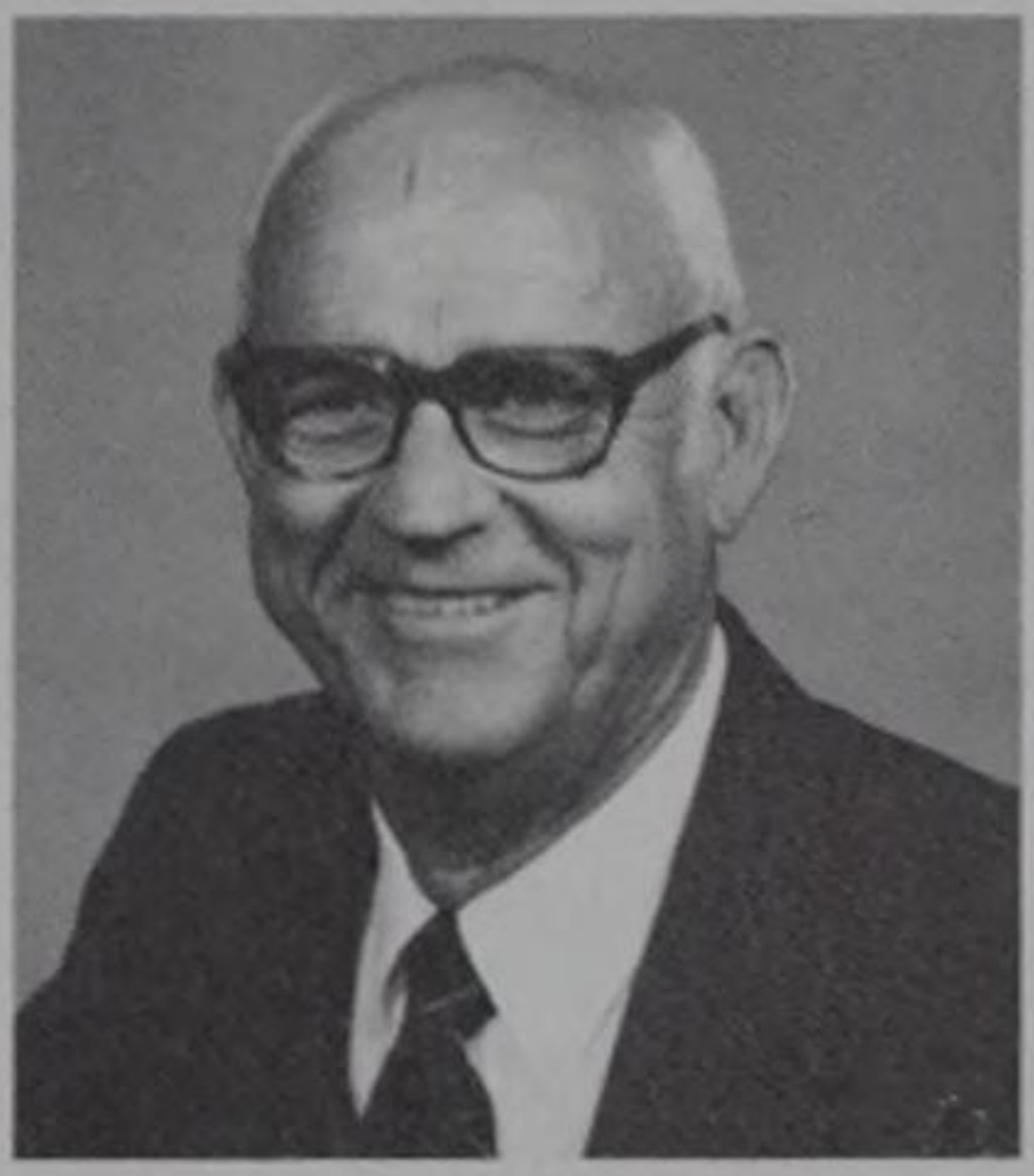
Was one of original crew members on board *Missouri* during surrender ceremony in Tokyo Bay on Sept. 2, 1945.

Discharged May 13, 1946.

Married Jean Burrow April 12, 1975. Retired August 1989 from Braintree School Department.

MARSHALL M. PLATT, Seaman 1/c, USS *Pennsylvania* (BB-38), inducted into service April 19, 1943. Assigned to Navy April 26, 1943 and sent to USNTS Farragut, ID for boot training.

Was sent to Bremerton Navy Yard and assigned to the USS *Pennsylvania* where he spent the balance of his time in the Navy.



While stationed aboard the flag ship *Pennsylvania*, took part in the following combat operations: Kiska-Adak, Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle Leyte Gulf, Lingayen, Wake and Okinawa.

When USS *Pennsylvania* arrived at Bremerton, WA on Oct. 24, 1945, after earning eight Battle Stars and the Navy Unit Commendation, he left for discharge from the Navy. Was discharged at Bremerton, WA Nov. 4, 1945.

He retired from Exxon in 1982 after 35 years and lives Baytown, TX.

RAYMOND GLENN POEHNER, CSC, USS *Pennsylvania* (BB-38), born Oct. 2, 1923, Cleveland, OH. Attended public schools through high school grades. Enlisted Civilian Conservation Corp. (CCCs) October 1940. Advanced to grade of Mess Sergeant at age of 17. Enlisted U.S. Navy November 1941 and received basic training at U.S. Naval Training Center, Great Lakes, IL.

Reported to USS *Pennsylvania* (BB-38) for duty Dec. 27, 1941. Served on board throughout WWII, earning seven Battle Stars. Remained with the Pennsy as part of crew for the Atomic Bomb tests at Bikini Atoll. Detached from USS *Pennsylvania* August 1946, and returned to U.S. for transfer to USS *Atlanta* (CL-105) for duty.

Other sea duty during Navy service included USS PCEC (882), USS *Wantuck* (APD-125), USS *Okanyon* (APA-220), USS *Alamo* (LSD-33) and USS *Hansen* (DD-832). Shore service was at the U.S. Naval Training Center, San Diego, CA. Recruiting duty at Cincinnati, OH and Provo, UT.

Military awards received include (six) Good Conduct Awards, Navy Unit Citation Ribbon, American Defense Medal, American Campaign, Asiatic Pacific Campaign w/seven Stars, WWII Victory Medal, Philippines Liberation Ribbon w/two Stars, Korean Campaign Medal w/two Stars, United Nations Service Medal, Korean Presidential Unit Citation, National Defense Service Medal and Vietnam Campaign Medal w/one Star.

Memories of WWII include, the terrible heat, working, living, fighting. Trying to find a space on deck to sleep between air attacks. Watching ships being hit, burning, sinking. Suicide planes diving, torpedoes streaking through the water. Remembering old friends and the great pride men had in their ships.

Retired from the U.S. Navy December 1965 with rate of Chief Commissaryman (CSC).

Employed by Security Pacific National Bank January 1966 and served various assignments advancing to assistant manager. Retired on December 1980. Is married with five grown children, two step-sons and seven grandchildren.

HENRY L. POIRIER, GMGC, U.S. Navy (Ret.), born in Taunton, MA. After enlisting in the U.S. Navy at Providence, RI in February 1929, attended training school at Newport, RI.

Served aboard the USS *Mervine* (322), *Waters* (115), *Hale* (133), *Idaho* (BB-42), *St. Louis* (CL-49), *Hector* (AR-7), *Samar* (ARG-11). Commissioned the USS *St. Louis* in May 1939 and served aboard until late 1945.

Arrived in Pearl Harbor, HI in June 1941 and was in the Naval Hospital there during the Pearl Harbor attack.

Participated in bombardment of Marshall Islands, bombardment of Kiska, battles of Kula Gulf and Kolombangara, Philippine Island Campaign and Okinawa Campaign.

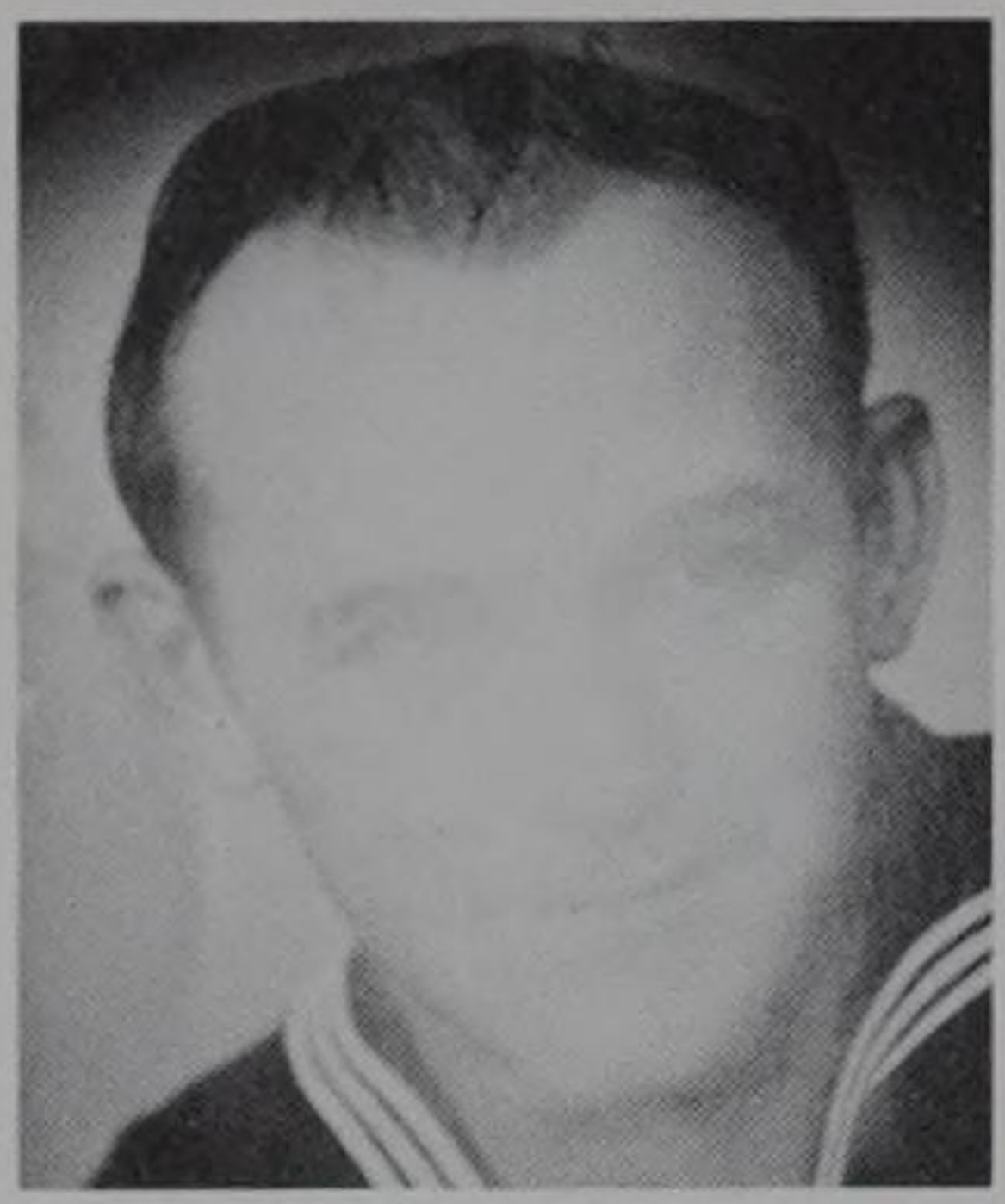
Transferred to the Naval Ordinance Test Station, Inyokern, CA in February 1947 and ended his 20 year career there.

A member of the Tin Can Sailors, Pearl Harbor Survivors Assn., V.F.W., USS *Idaho* Assn., USS *St.*

Louis Assn., FRA Branch 270. Married Alice Heald of Elsinore, CA in June 1937. They have one daughter and two granddaughters.

SAMUEL L. POLSTON, AMCS, hometown Monterey, CA. Enlisted 1938 Oakland, CA. Boot camp San Diego.

Assigned USS *Blackhawk*, Chinia Station on the *Oklahoma* at Pearl Harbor, Dec. 7, 1941. Base Force Repair Unit. Served Beach Reconnaissance Units. Participated in invasion of Guadalcanal. Served on USS *Enterprise* and Carrier Aircraft Service units. Rated Ship Painter 3/c 1941. Advanced Chief Painter 1946. Changed rate to AMCS 1948. Shore Duty Operations Naval Airstation, Alameda. Flightcrew Instructor Fleet Air Wing. Transferred USS *Salisbury Sound*. Shore Duty, Ream Field Helicopter Base. Firechief. Assigned P5M Patrol Plane Mobil Trainer 1054 NAS San Diego. Retired May 1960.



Awards and medals received: Bronze Star w/V Presidential Unit Citation, Navy Unit Citation, Commendation Ribbon w/Oak Leaf Cluster, Asiatic-Pacific Theater w/13 Stars, National Defense America Theater, Good Conduct w/five Stars, Philippines Independence, Occupational, WWII Victory, United Nation and Korean Victory.

Eighteen years with Los Angeles Police Dept. Retired 1978. Married to Betty for 44 years. Has three children and six grandchildren.

LOUIS B. POPOVICH, S 1/c, USS *North Carolina* (BB-55), born June 28, 1927, Astoria, NY. Enlisted June 1945 and after boot camp, was assigned to USS *North Carolina*.

Service was on the Eastern seaboard and the American Campaign, WWII Victory Medals were received.

Remembers being awestruck by the ship's size the first time he walked up the gangway and serving aboard this behemoth left a life-long impression on him. Discharge occurred August 1946 at Brooklyn Navy Yard, NY.

Navy association continued throughout civilian career. After graduation from college in 1951, worked 38 years in engineering for Naval aircraft contractors Chance Vought and Grumman. Highpoints were cruises and testing aircraft aboard the carriers USS *Midway* (CV-41) off California and USS *Forrestal* (CV-59) in the Mediterranean. Retired March 1989 as Director of Engineering, Grumman A-6 Intruder program. Now enjoys his family, boat and antique cars.

JOHN POPP, USS *Pennsylvania*, joined Navy Dec. 27, 1939. Boot camp at Great Lakes, IL.

Was Petty Officer 3/c sitting on starboard side of forecastle looking over at Ford Island. Saw a couple planes flying low, heading for Ford. Saw red balls on side, but they didn't ring a bell. Bombs began exploding and he thought "somebody is sure going to catch hell." All hell broke loose and he still didn't know what was going on. A gunner's mate ran by yelling "It's the Japs!" GQ sounded. During attack, helped make up 50 cal. ammo. They were hit by a bomb during second attack. He lost everything he owned.

Returned to S.F.N. Shipyards for repairs. Left *Pennsylvania* 1943. Spent rest of war aboard USS *Trathen* (DD-530) in the Pacific - nine major engagements from Pearl Harbor to Okinawa.

After war, served on USS *Haven* (AH-12), USS *Soley* (DD-707), USS *Isherwood* (DD-520), USS *Begor* (APD-127), USS *Hubbard* (DD-748) and USS *Hamul* (AD-20). Took part in Bikini Atomic Bomb Test.

Retired Oct. 2, 1959 as chief commissaryman.

He is a retired exec. steward from Disneyland Hotel, Anaheim, CA. Past President PHSA California Ch. #14. Married to Patricia. They have one son.

ROSS EUGENE PORTER, RM 1, USS *New Jersey* (BB-62) and USS *Missouri* (BB-63), born Beaumont, TX Sept. 11, 1926.

Joined the Navy October 1942, boot camp in San Diego, C 42-674. Trained at Port Hueneme for Amphibious Forces. Assigned to Communications Unit 4, then to Noumea, New Caledonia. Then to Guadalcanal, then to New Georgia Island of Munda.

Volunteered for transfer unknown as to where he would be assigned. Got lucky and joined Adm. Halsey's 3rd Fleet Flag aboard the USS *New Jersey* (BB-62) from 1944-45. After a 30 day leave, was assigned to USS *Missouri* with 3rd Fleet (BB-63) where he witnessed the signing of the Peace Treaty in Tokyo Bay.

Was discharged November 1945, rejoined 1948. Transferred to Guam M.I. until June 1950. From 1950-52, was assigned to the USS LST 742.

During stay in the Navy, earned nine ribbons and 12 Battle Stars.

He has completed 20 years in the Naval Reserve.

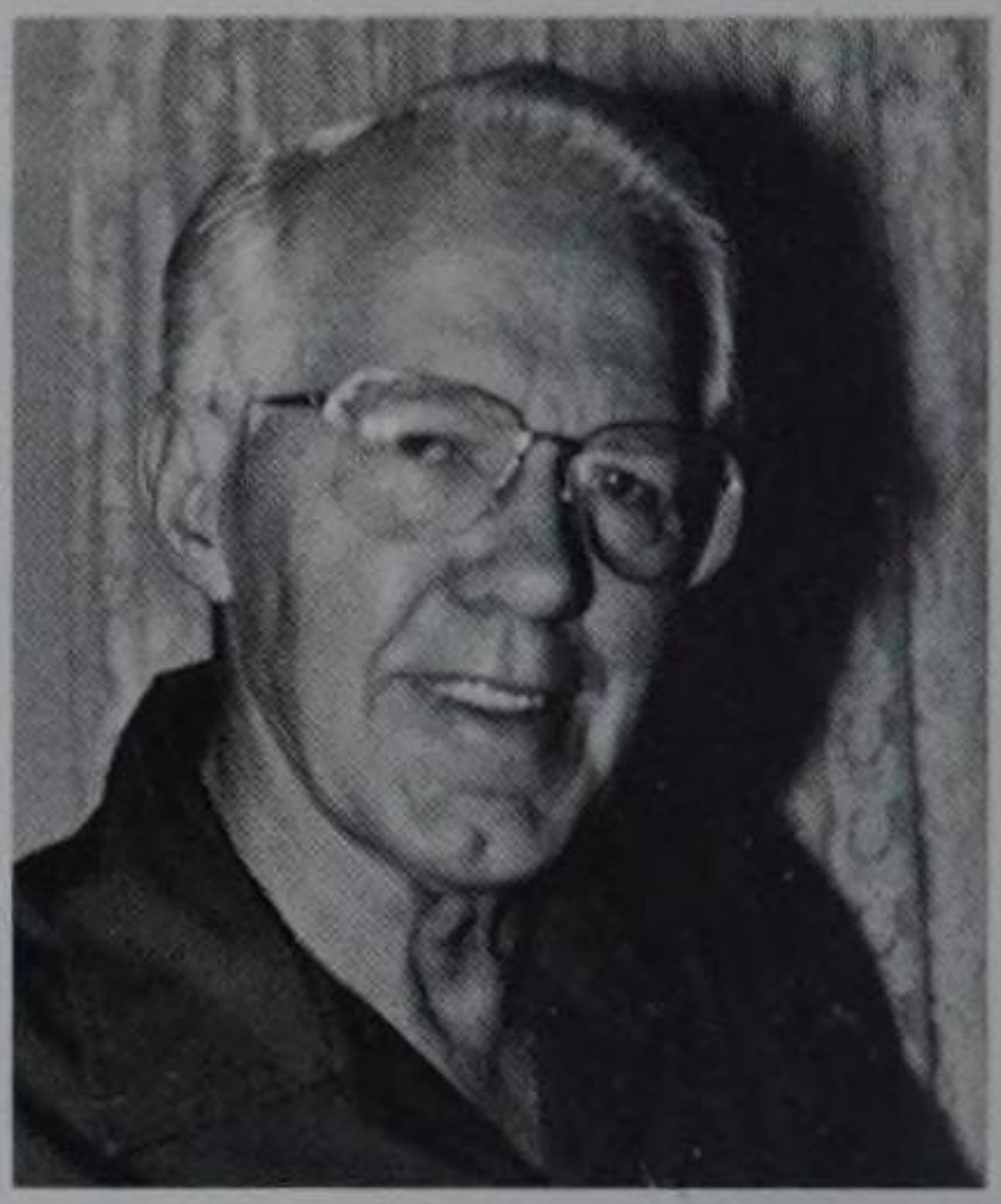
JOHN A. PORSCHING, (Jack), Machinists Mate (R) 3/c, USS *North Carolina* (BB-55), born Feb. 11, 1925 in Millvale, PA. Attended St. Anthony's Elementary School and Millvale Public High School until he was inducted in July 1943. He attended recruit training in Sampson, NY where he studied refrigeration.

Served aboard USS *North Carolina* and USS *Melville*. Received the Pacific Theater Ribbon w/six Stars, American Theater Ribbon, Victory Medal and the Philippines Liberation Ribbon.

After his discharge in April 1946, he returned to his civilian job of machinist. He joined the Association of the Battleship *North Carolina*. He remembered his Navy days with a pleasant nostalgia. Fortunately, he was able to attend the reunion of the USS *North Carolina* in June 1987. He passed away March 12, 1988 of diabetes complications. He would have been thrilled to write his own biography with his many happy experiences for this history book.

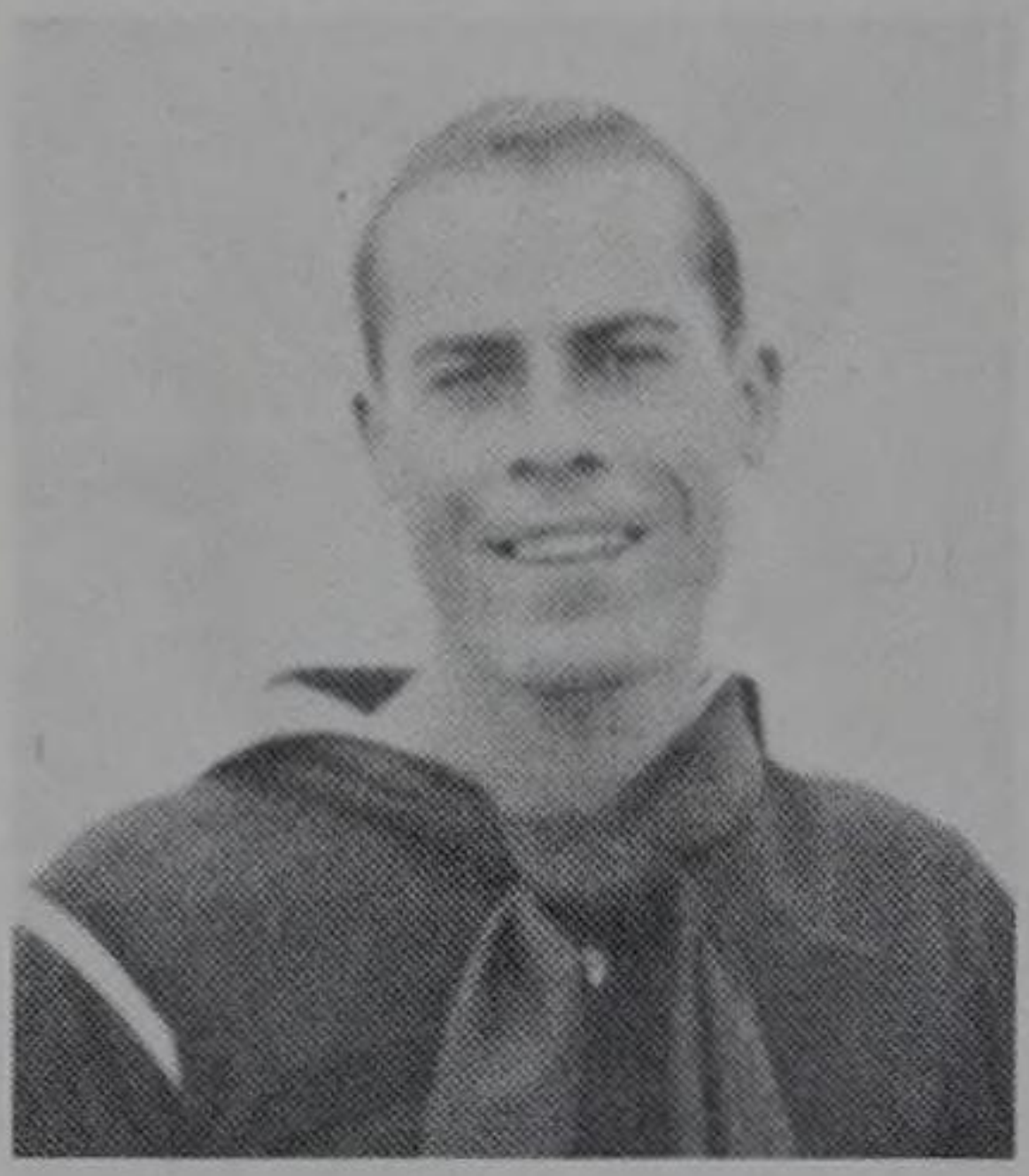
JOE T. POTTS, JR., Seaman 1/c, and gunner, USS *Idaho* (BB-42), joined the Navy September 1942. Sent to USNTS Great Lakes, IL for boot training. One month later sent to Bremerton, WA and assigned to the USS *Idaho* where he spent the rest of his time in the Navy.

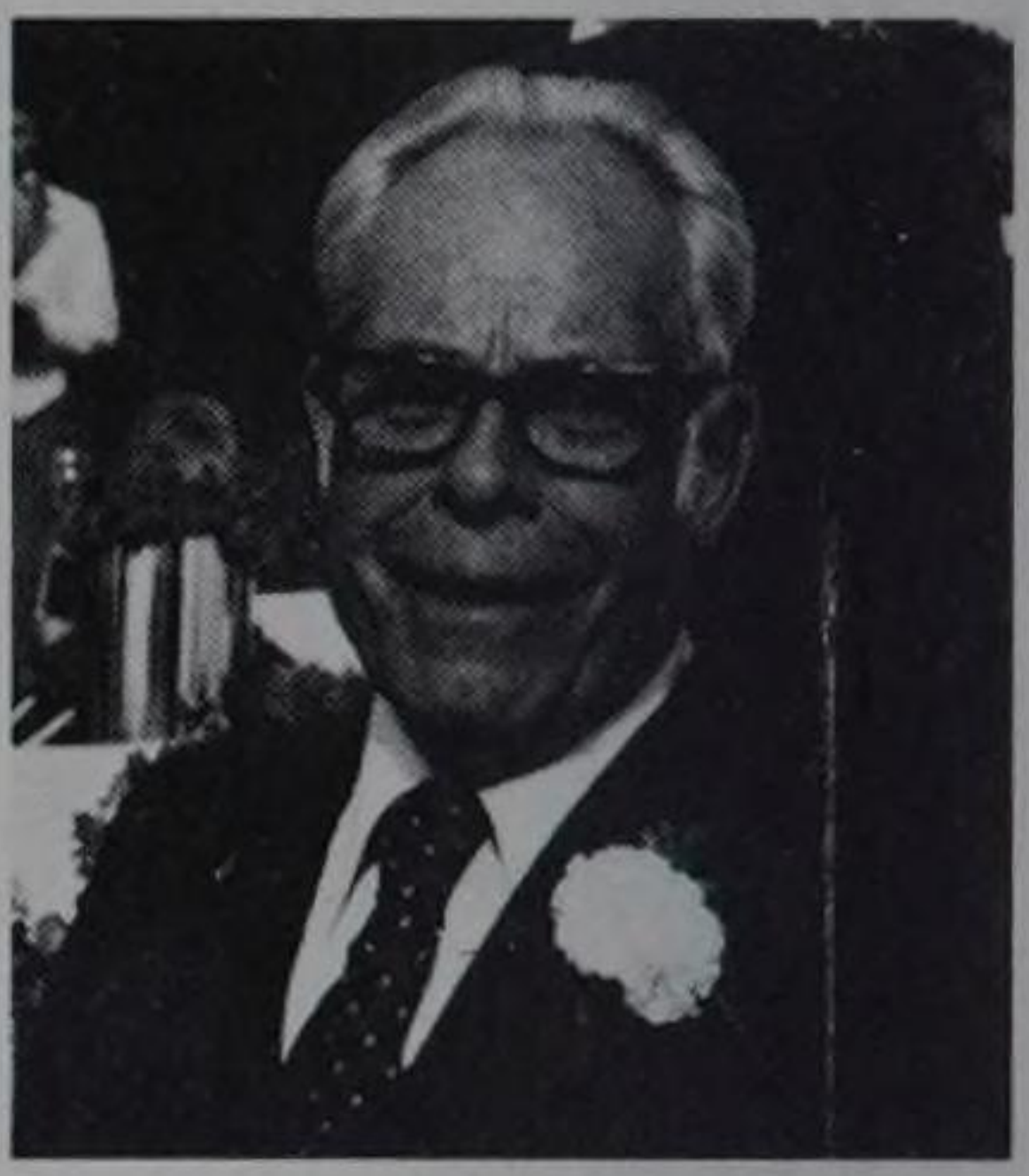
Was in combat operations from the Aleutians to Tokyo Bay except the Philippines. Discharged from Naval Separation Center Norman, OK Oct. 25, 1945 and returned to his home in Paradise, TX.



Moved to Ft. Worth, TX and retired after 40 years with General Dynamics. During the years of building airplanes, also built cabinets and other woodworks in spare time which he continues to do in his garage today.

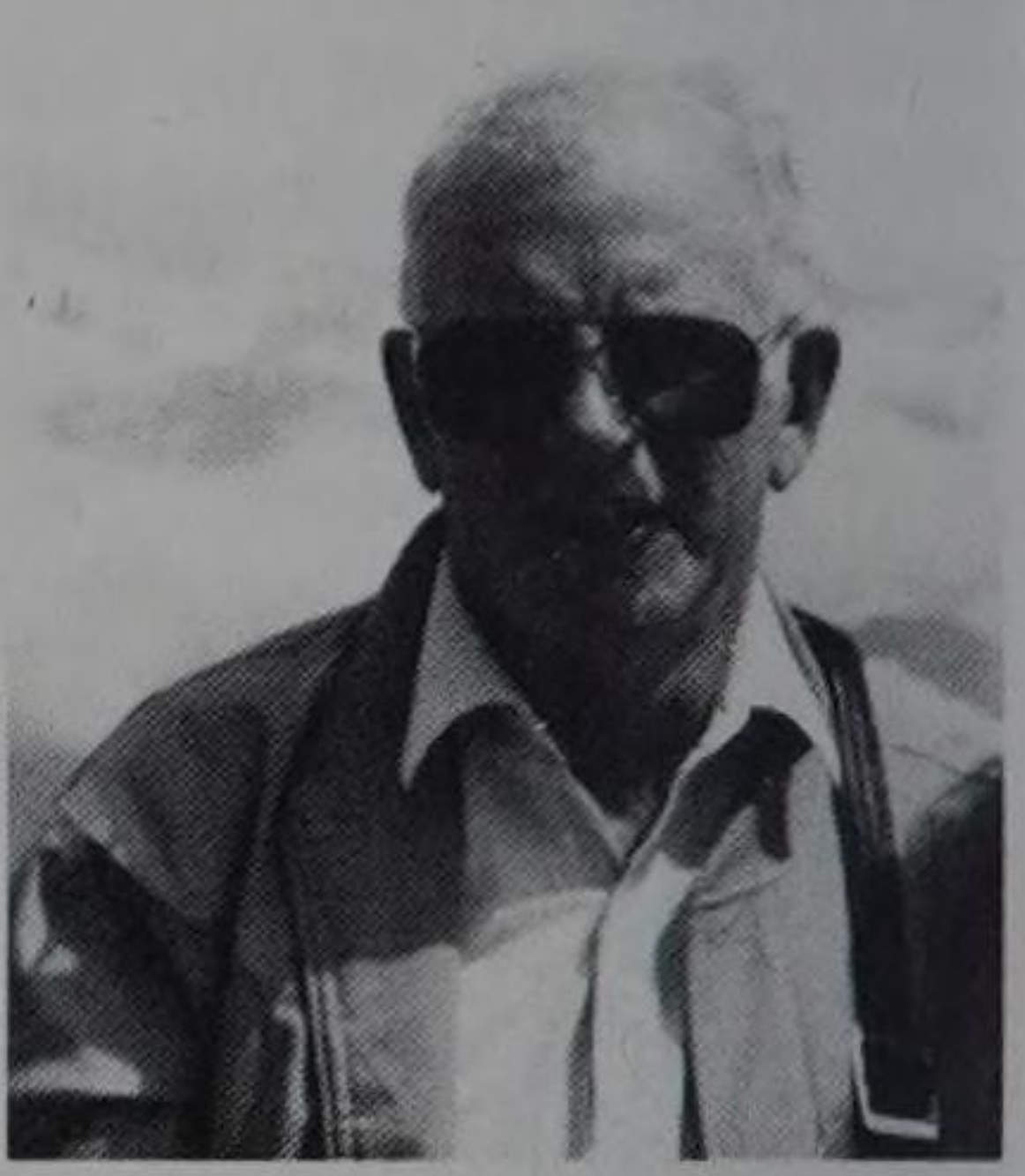
W.D. POULSON, (Bud), Sea 1/c - Printer, USS *Colorado* (BB-45) from December 1931 to July 1935. WWII aboard USS *Blue Ridge* (AGC-2) Flagship of Vice Adm. Barbey 7th Amphibs as Printer 1/c.





Retired after 30 years with Republic & Gazette, Phoenix, AZ as Head Machinist Composing Room.

WILLIAM E. POWERS, JR., Ensign, USS *North Carolina* (BB-55), born April 9, 1923 in Clinton, MA. Attended Worcester Polytechnic Institute, B.S.M.E. 1944. Enlisted July 1943. Commissioned August 1944. Served on USS *North Carolina* with Pacific Fleet from September 1944 to February 1946 as an Engineering Officer. Subsequently on USS *Allagash* (AO-97) until release to inactive duty, June 1946, as Lieutenant (j.g.).



Attended Rensselaer Polytechnic Institute and obtained Master of Aeronautics degree in 1947. Conducted aeronautical research and development at United Aircraft Corp. 1947-56 and aerospace technology at AVCO Corp. 1956-70. Worked in film development programs at Polaroid Corp. until retirement as an Engineering Manager in 1984.

Married Mary B. Connor of Worcester, MA 1947. Has two daughters and a son and now two grandchildren to enjoy. Retired to Cape Cod, Centerville, MA in 1984. Chief interests are advocacy for the mentally retarded, oil painting, and gardening.

WILLIAM E. PRICE, Coxswain, USS *Pennsylvania*, born Jan. 10, 1924 in Dover, AR. Enlisted in Navy Dec. 12, 1942. NTS, San Diego, CA.

Assigned to USS *Pennsylvania*. Duties were charge of detail crew, aircraft lookout spotter and 20mm gunner.

Pennsy began battle at Aleutian Islands and Atoll Islands all the way through to Philippines Naval Battle and to Japanese surrender.

Received the Victory Medal, Asiatic-Pacific Campaign Medal w/six Stars, Philippines Liberation Campaign Ribbon w/two Stars and Navy Good Conduct Medal.

Memories take him back to the great balls of fire as they bombarded islands and shot down enemy aircraft. And the courageous crew that survived the entire ordeal without a scratch.

Was discharged Jan. 26, 1946.

Now retired with loving wife, two daughters, three granddaughters and four grandsons.

CHARLES J. PROKOPEC, BM 2/c, USS *Idaho* (BB-42), born Aug. 26, 1922 in Chicago, IL. Enlisted Chicago, IL February 1941. Boot camp in Great Lakes, IL. Became a store keeper striker. Reported aboard USS *Idaho* Jan. 6, 1942. Worked in sail locker and tailor shop.

Idaho received seven Battle Stars and Navy Occupation Service Medal (Asia). USS *Idaho* was the third ship to enter Tokyo Bay Aug. 27, 1945. On Sept. 2, 1945, was witness to signing of surrender of the Japanese empire.

Departed Japan for U.S. transiting Panama Canal October 1945. Arriving Norfolk Navy Yard October 16. Last Master-of-Arms until Idaho decommissioned July 1946. Transferred to Norfolk Navy Yard Tailor Shop until October 1947. Discharged Great Lakes, IL Nov. 6, 1947.

USS *Idaho* awards: Aleutians Operation w/one Star, Gilbert Islands Operation w/one Star, Marshall Islands Operation w/one Star, Marianas Operation w/one Star, Western Carolina Islands Operation w/one Star, Okinawa Gunto Operation w/one Star, Iwo Jima Operation w/one Star and Navy Occupation Service Medal (Asia).

Married 38 years to Jeanne V. (Megla). Has two children, Charles Glen and Robert Paul.

JOHN PRUNCHAK, EM 2/c, USS *North Carolina* (BB-55), born Oct. 22, 1921, Rockingham, PA. E 1/c school Washington D.C. 1945, DD-870 1946-47.

While at Cape Hatteras, encountered a storm so severe, lost one of their observation planes, and damage to the catapults. That night, several seamen, were instructed to stow or toss overboard sections of gangway that was broken and drifting on topside. As they were securing parts of the gangway, inboard of No. 1, five inch Mount, a wave, riding from astern, high as the Boat Deck, engulfed them. He was loosened from a section of the gangway, and the fire hydrant, nearby, and almost washed overboard. When the water receded, climbed to the Boat Deck. Thinking they lost one of their number, returned to compartment, only to find him asleep in his bunk.

At Norfolk, both, the *North Carolina* and *Washington*, sister ships, were moored. Returning from liberty, late at night, John was awakened by someone, claiming he was in his bunk. It took several of his shipmates to convince John he was on the wrong ship. Sheepishly, John returned on deck, transferred ashore, it was daylight upon returning to the *Carolina*.

Sunday morning, September 15, he was in the mess hall listening to the choir rehearsal. Morale was low, incidental to a party aboard, months at sea, longing for loved ones, etc., scuttlebutt, at the time. The ship's tailor, who was the organist, in discontent, said, "We ought to be torpedoed, so we can return to Pearl or home." In less than a moment, a torpedo struck their portside. They looked at each other in disbelief, and ran to their battle stations as general quarters sounded. They returned to Pearl Harbor, enjoyed liberty, ship was quickly repaired, and they were soon back to their theatre of operations.

ELMER M. PRY, BM 2/c, USS *South Dakota* (BB-57), born at Keewanee, IL Jan. 10, 1922. Joined the Navy Jan. 7, 1942. Had three weeks boot training at Newport, RI.

Went aboard the USS *South Dakota* (BB-57) March 23, 1942. Served on her for two years and three months. Earned seven Battle Stars, American Area Service Ribbon, European-African-Middle Eastern Area Ribbon, Asiatic-Pacific Area Ribbon, Good Conduct Ribbon, Navy Unit Commendation awarded and the Victory Ribbon.

One battle that he shall never forget is the night battle of Savo Island. The smell of gardenias that evening and a beautiful sunset. Then hell broke loose. We gave it to them and they gave it to us. The next morning after general quarters were over, went on topside. It was misty and cloudy. We were at full speed. Looked up and there was the biggest American flag he ever saw. What a beautiful sight. Earned the right to be called a Shellback Golden Dragon, and a Blue Nose. Left the ship in July 1944. Went to Amphibious training. Was put in the commander ships training group Phibstrapac at Coronado, CA. Then put in the Master of Arms at ATB. Went to the Repair Base at San Diego, CA. Stayed there until discharge Dec. 4, 1946.

Was married for 41 years until his wife passed away in 1985. Was a pressman for 39 years. Is retired now. He is a Life Member in the A.B.A.

CALVIN S. PUGH, S 1/c, USS Pennsylvania (BB-38), USNR. inducted into service April 16, 1943 and attended boot camp at Great Lakes, IL. Upon completion, went to Bremerton, WA where he was assigned to the USS *Pennsylvania* on Aug. 9, 1943.

Took part in the following operations: Makin, Kwajalein, Eniwetok, Saipan-Tinian, Guam, Peleliu, Leyte, Japanese Surface Battle, Lingayen, Wake, and Okinawa.

Received the Navy Unit Commendation American Area Ribbon, Asiatic-Pacific Area Ribbon w/six Stars, Philippines Liberation Ribbon w/two Stars, and WWII Victory Ribbon.

Attended Coyne Electric school after service and was employed by a Wisconsin Utility for 37 years. Member of the volunteer fire department for 30 years and ambulance service for 20 years. First aid instructor. Retired with his wife, Ruth, living on a small farm in central Wisconsin and spends winters in Texas. Has three children and 11 grandchildren.

FERNANDO A. PURCEL, S 2/c, USS *South Dakota* (BB-57), born in Coamo, Puerto Rico (U.S.A.) on March 20, 1907. Attended school at his home town in Puerto Rico. Lived in New York City, when enlisted in the Navy on June 6, 1943. Was sent to Sampson Naval Training Station, NY for boot camp for eight weeks. After finishing boot camp was assigned to the USS *South Dakota* (BB-57) as 20th/mm gunner, and later moved to the five inches gun arsenal.

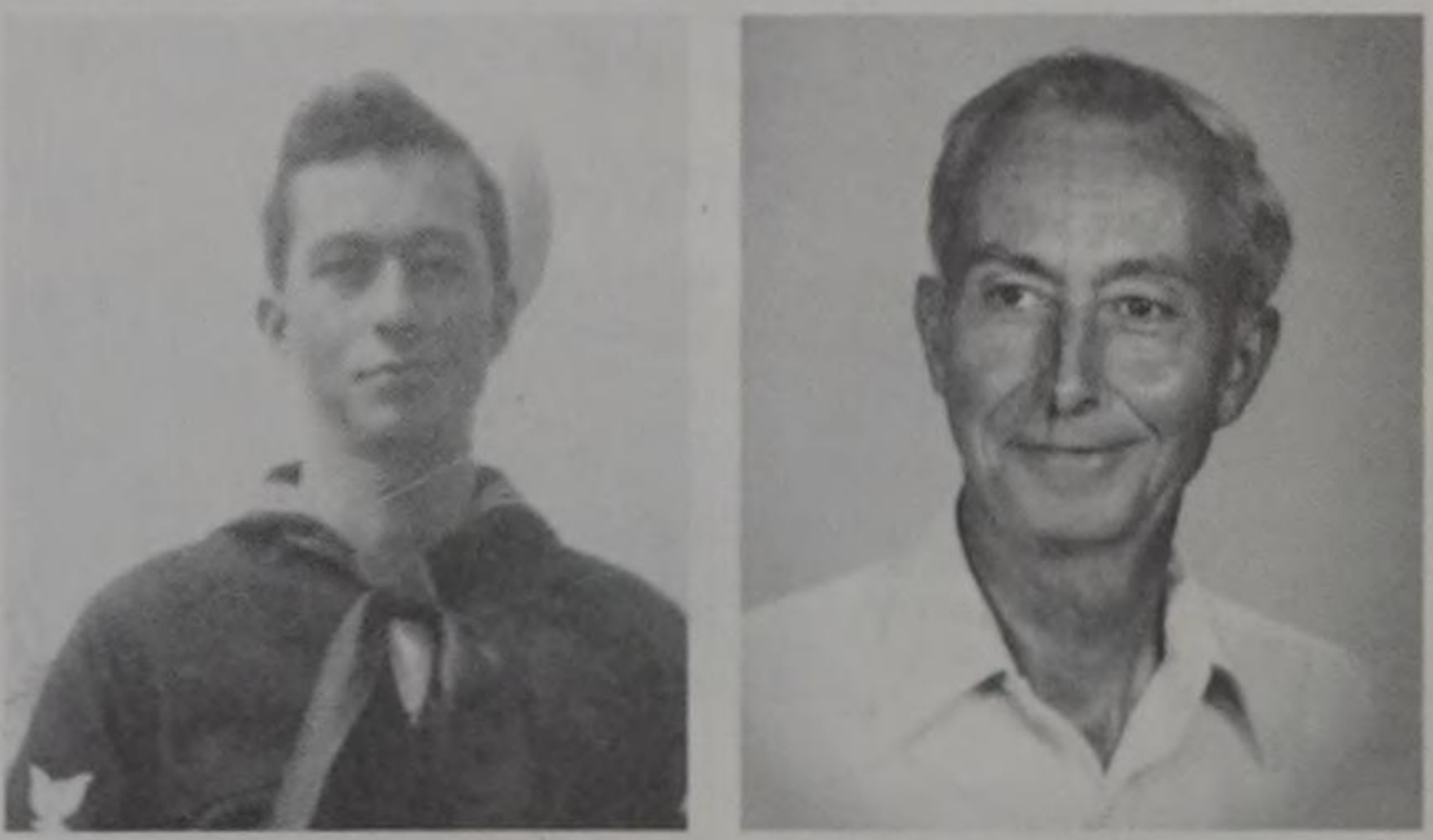
Took part in the following combats: Marshalls, Tarawa, Gilberts, Marianas, Palau, Truk and others.

Was discharged, due to sickness at Mare Island Navy Hospital, Mare Island, CA September 1944.

He is very proud in serving his country with the U.S. Navy. Today, he is retired with a Soc. Sec. and V.A. pension.

RICHARD L. QUISENBERRY, FC 2/c, USS *Arkansas* (BB-33), USS *Missouri* (BB-63), USS *Ozbourn* DD (846), born Sept. 15, 1922, Welborn, KS. Enlisted in Navy Nov. 4, 1940. After boot camp at Great Lakes NTS was assigned to the USS *Arkansas*, Norfolk, VA as an apprentice seaman prior to Christmas.

Had a lot of convoy duty in North Atlantic during 1941 prior to Pearl Harbor. Was in invasion of North Africa, also present at Roosevelt-Churchill meeting Newfoundland.



Transferred to the "Big Mo" 1944 with precommissioning training at Newport, RI and boarded the ship at Brooklyn Navy Yard for commissioning.

After shakedown cruise made their way to Pacific, via Panama Canal. Was at Pearl Harbor, Okinawa, Iwo Jima and operated off the Coast of Japan, where they saw a lot of air action. May 1945, was transferred at sea for Advanced Fire Control School in D.C.

War ended and he was assigned to USS *Ozbourn*, where he completed his six-year tour of duty. Received honorable discharge at San Diego, CA, Dec. 31, 1946 with the following service ribbons: Asiatic-Pacific, American Area, WWII Victory Medal and American Defense.

Retired after 34 years with Owens-Corning Fiberglas Corp. Presently, most of his time is spent flying his private plane, or Genealogy, "Digging up his Roots".

WOODROW RAINBOLT, (Woodie), BTC, USS *Washington* (BB-56), born June 1, 1918 in Duncan, AZ. Enlisted in Navy June 16, 1936. Discharged Dec. 31, 1958.

Served aboard USS *Chicago* (CA-29), USS *Utah* (AG-18) EX (BB-31), USS *Dale* (DD-353), USS *Washington* (BB-56), USS *Cabot* (CVL-28), USS *Midway* (CV-41), USS *Wedderburndd* and USS *Wedden*.

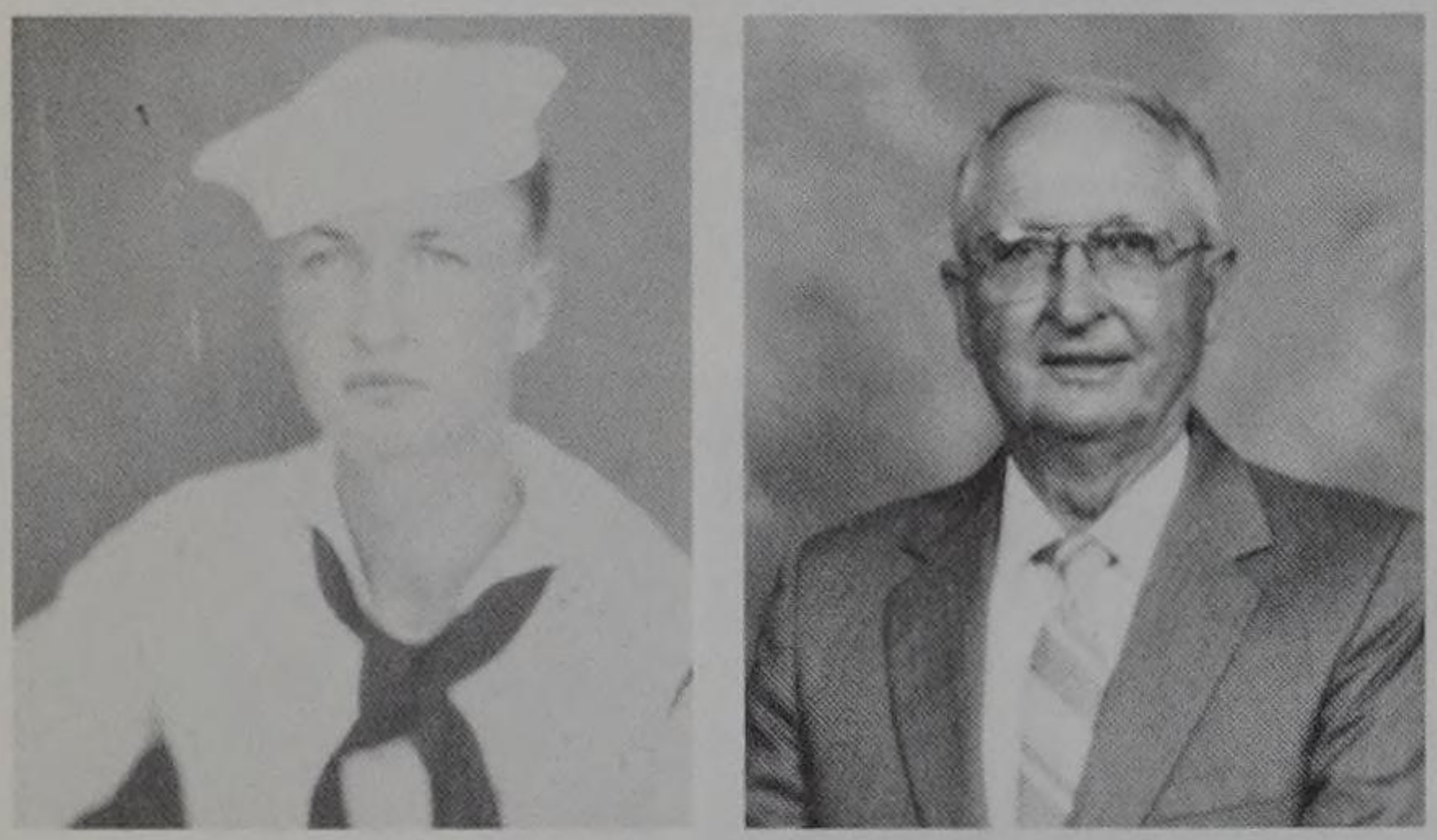
Was part of commissioning crew for both the USS *Cabot* and *Midway*.

Served aboard the *Washington* from August 1941 through January 1943.

Married Elsie Rainbolt (Mickey) Jan. 12, 1941. They have four children and 12 grandchildren. Retired Dec. 31, 1958 as a general contractor.

DESMEL RANNALS, Coxswain, USS *Idaho* (BB-42), volunteered for Navy Sept. 28, 1942 and was sent to USNTS Great Lakes, IL for boot training (one month). After boot training was sent to Bremerton, WA assigned to USS *Idaho* where he spent three years.

While stationed aboard the USS *Idaho*, took part in the following combat operations: from Aleutian Islands to Tokyo Bay missing the Philippines campaign. Was Coxswain for Adm. L.D. McCormick.

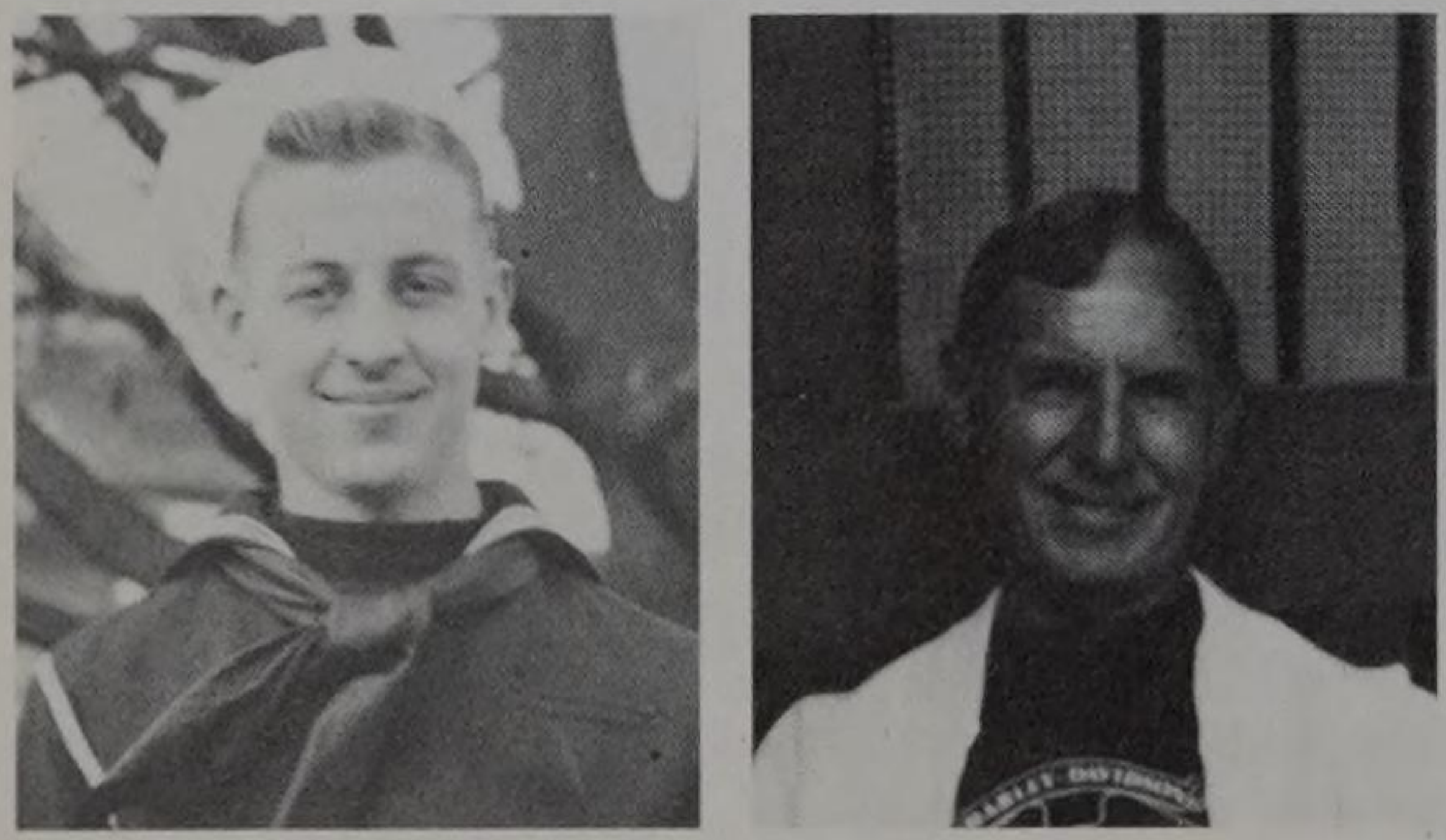


When the war ended, they were in Tokyo Bay Sept. 2, 1945, returned to Pearl Harbor. Transferred off USS *Idaho* to USS *New York* as a passenger. Returned to New York City. Was discharged in Norman, OK Oct. 25, 1945 and returned to his home in Honey Grove, TX.

He is still farming and ranching on his farm in Honey Grove, TX.

JOHN SIDNEY RAPER, Torpedoman 1/c, USS *Arkansas* (BB-33), born Jan. 7, 1920 in Elizabeth City, NC. Attended both elementary and high schools in Elizabeth City. Enlisted in the United States Navy on Oct. 23, 1940 and was sent to Norfolk, VA for boot camp.

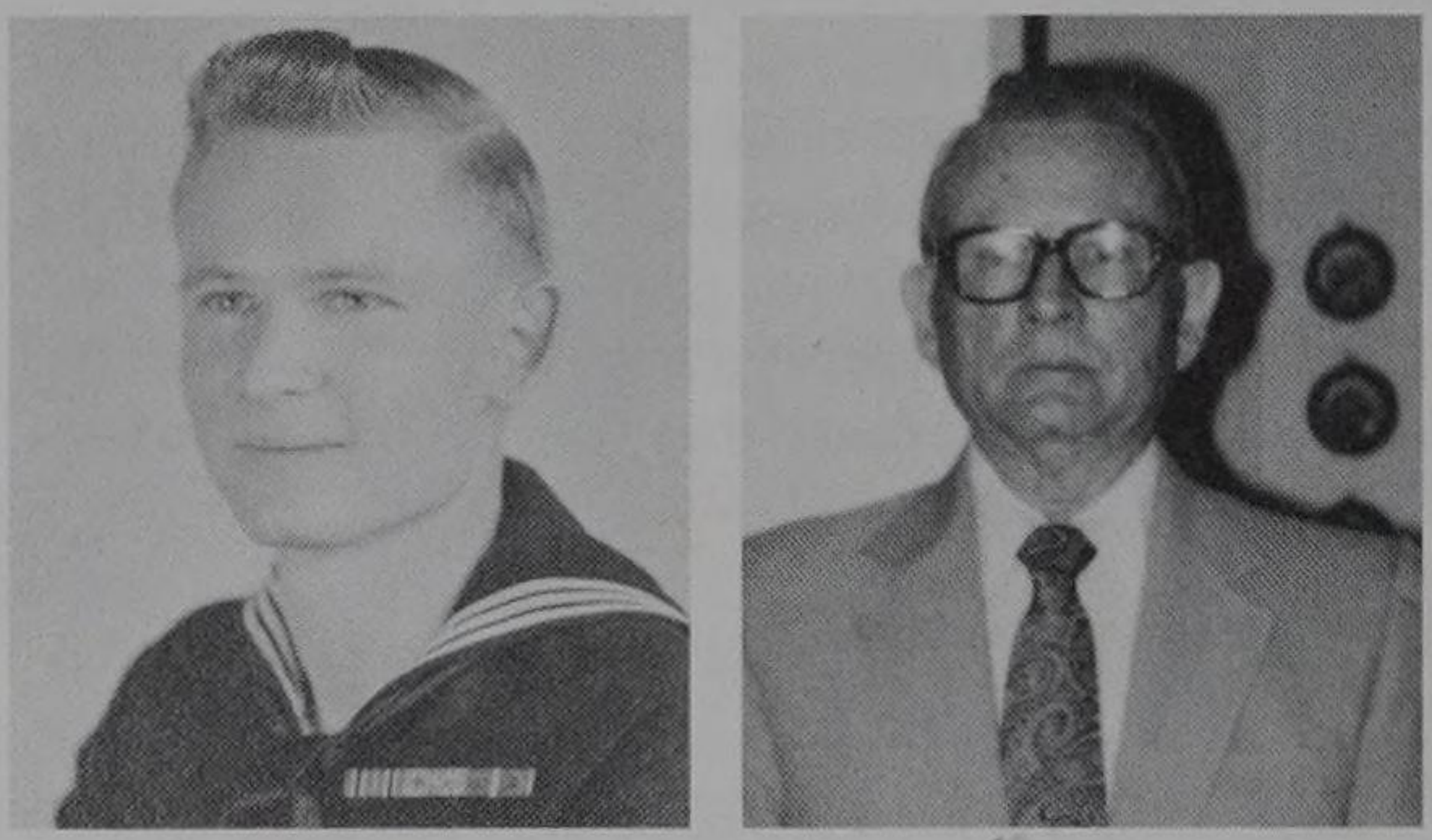
After completion of boot camp, was sent to the USS *Arkansas* (BB-33) and remained aboard until 1942. While serving on the *Arkansas*, was doing duty in the North Atlantic and on escort duty to England. In 1942, was transferred to the Panama Canal Zone at an American Submarine base. In 1944, was transferred to Quonset Point, RI as a Master-at-Arms. In 1946, was discharged from the United States Navy on December 1.



In 1946, returned to Elizabeth City, NC and began a career with Texaco Inc. In 1950, was transferred to Williamston, NC and in 1980 retired from Texaco Inc. Now resides in Williamston, NC.

WILLIAM A. READY, JR., USS *Pennsylvania* (BB-38), born March 16, 1923, Columbia, SC. Graduated high school, June 1941. Enlisted USN Jan. 20, 1943. Attended boot camp and Radio School Bainbridge, MD. Reported aboard USS *Pennsylvania* Nov. 4, 1943 at Pearl Harbor.

Campaign experiences began with the Gilbert Islands, continuing throughout the Pacific to Okinawa where they took a torpedo in the starboard quarter. After arriving Bremerton, transferred to Charleston, SC as RM 1/c and discharged Jan. 27, 1946. Enlisted USNR July 1956 and retired March 1983 as RMCM.

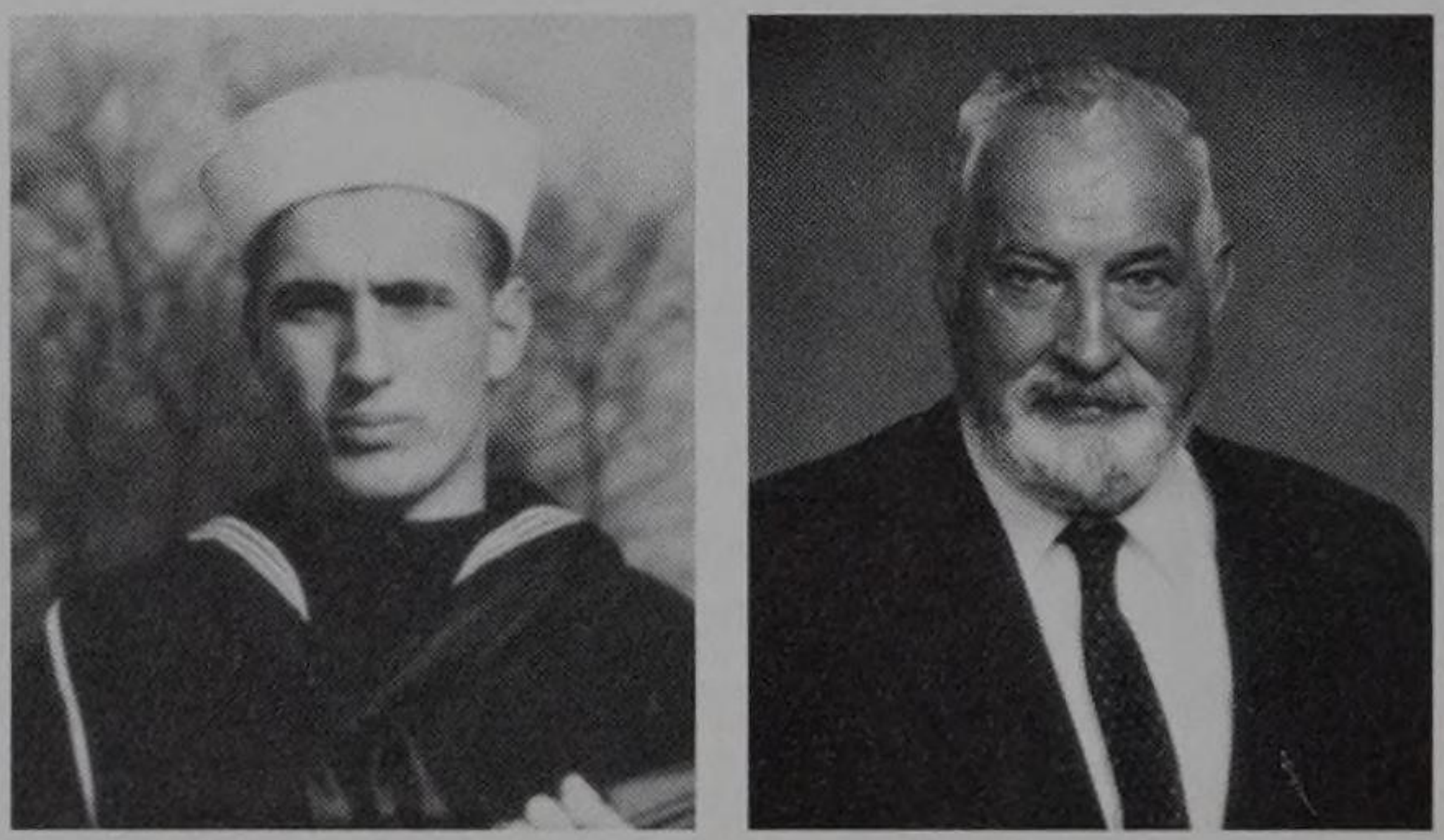


Medals and ribbons received: American Theatre, Asiatic-Pacific w/six Stars, WWII Victory, Good Conduct, Navy Occupation, Navy Unit Commendation, Philippines Liberation w/two Stars, Naval Reserve and Naval Reserve Meritorious and National Defense.

Retired as Supervisor U.S. Post Office, 30 years service. Married Feb. 3, 1946, two children and four grandchildren. Ham Operator (W4SIQ) 30 years. Licensed Private Pilot at age 64. Made many lasting friendships and enjoyed many memorable experiences during his service years.

ROY B. REDWINE, USS *Arkansas* (BB-33), Chief Turret Capt., born Oct. 31, 1922 in Wooton, KY. Attended school at Guilford, IN. Enlisted in Navy Nov. 4, 1940, recruit training, Great Lakes Naval Training Station. Served aboard the USS *Arkansas* Dec. 27, 1940-Dec. 28, 1943. Attended Electrohydraulic School in Washington, D.C. before reporting to Cramp Shipyard in Philadelphia, PA for the USS *Astoria* (CL-90). Served aboard the USS *Astoria* (CL-90) until discharged Dec. 21, 1946 at Treasure Island, San Francisco, CA.

Marvin P. Dunaway joined the Navy with Roy, trained together and served on USS *Arkansas* together for one year and then he transferred to a smaller ship which was lost with all hands.



Received deck court martial and commendation from Capt. George C. Dyer. Commendation was for Case Ejection Chutes on 5"/38 on USS *Astoria*. The Captain was a fair man.

Married Lucille Gevedon, they have four children, Gordon, Lisa, Charles, and Janna. They have seven grandchildren. He is still working as a partner in Redwine Bros. Const. Co. Enjoyed his six year hitch very much.

DELAWARE R. REED, USS *Arkansas* (BB-33), Chief Warrant Officer W-3, born May 31, 1919 in Newark, DE. Graduated Class of 1937 Newark High School. Enlisted in the Navy in 1939. Recruit training Newport, RI.

Served on the following ships and stations: USS *Yukon* (1939-1940), USS *Arkansas* (1940-1941), USS *Kalmia* (1941-1942), USS *Altair* (1942-1943), Escort Repair Station Trinidad B.W.I. (1943-1944), Naval Operating Base - Palermo, Sicily (1944-1945), USS *Quirinus* (1945-1946), USS *Fort Mandan* (1946-1947), 1049 C.B.M.U.-London, England (1947-1948), USS *Kearsarge* (1948-1949), U.S. Naval Training Center-Newport, RI (1950-1951), 16th Reserve Fleet - Bayonne, NJ (1951-1952), USS *Mellette* (1952-1955), USNTS - Bainbridge, MD (1955-1957), USS *Mt. McKinley* (1957-1958), and USS *Cadmus* (1958-1960).

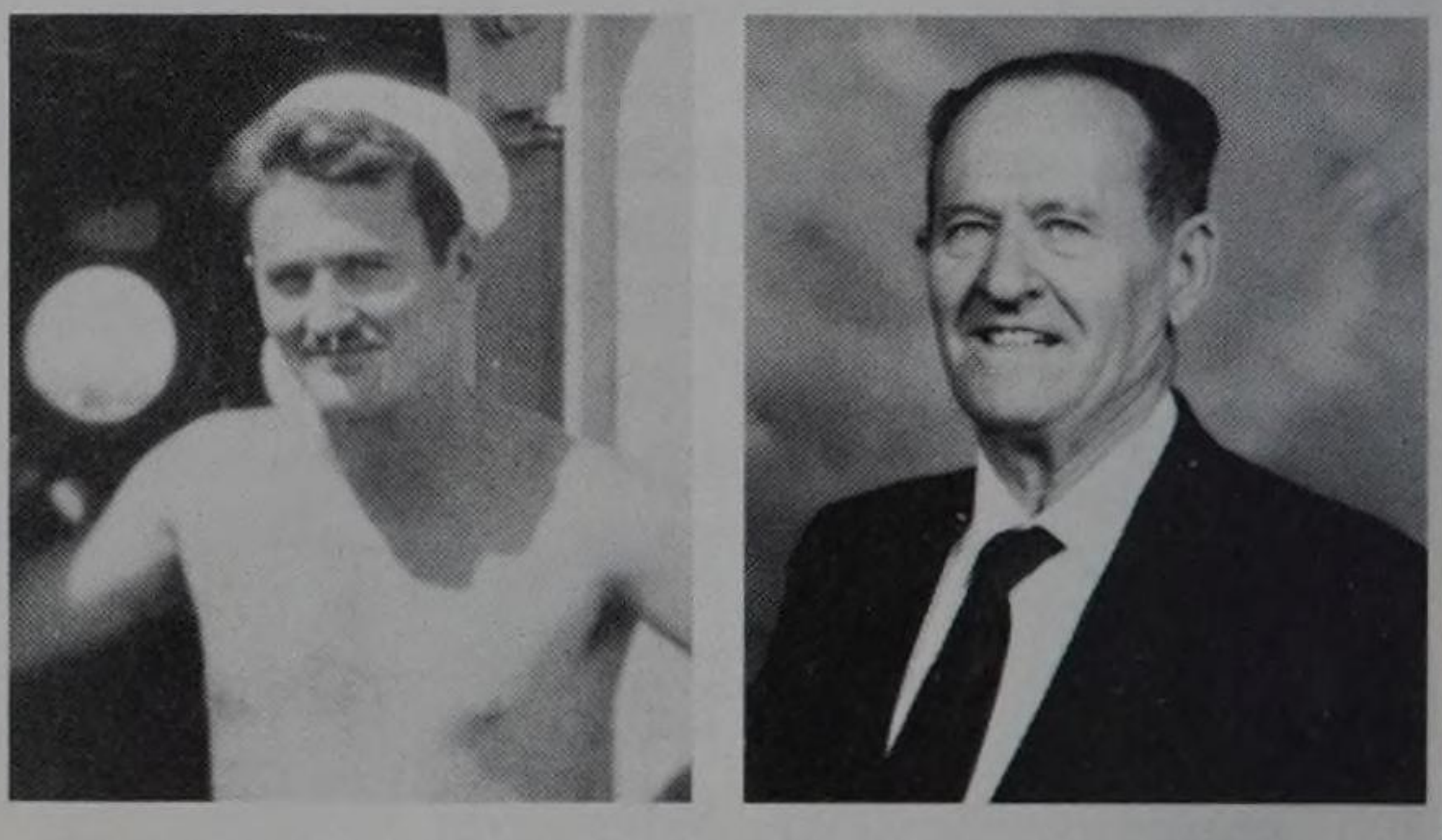
Promoted to Chief Carpenters Mate (1945). Promoted to Chief Carpenter (C.W.O.) (1953). Graduated Damage Control - Atomic - Chemical - Biological Warfare Defense School Philadelphia, PA (1952). Graduated Naval Damage Control Officers Course Philadelphia, PA (1955). Assistant Officers-in-charge Firefighting School at Recruit Training Center Bainbridge, MD (1955-1956). Officer-in-Charge Firefighting School USNTS Bainbridge, MD (1956-1957). Retired as Chief Ship Repair Technician CWO3 - Jan. 1, 1960.

After military retirement, worked as Shipping Supervisor and Traffic Manager at the Newark, DE facility of F. Schumacher and Co. until retirement in 1984. During employment at Schumacher completed the Traffic School Courses for four years at Delaware Technical and Community College - Wilmington, DE.

Has been a member of V.F.W. Post 475 Newark, DE since early 1942. He is a member of USS *Arkansas* Assn.

CARL E. REEDER, QM 2/c, USS *Idaho* (BB-42), born June 29, 1927. Enlisted in Navy 1944. Attended recruit training at Farragut Naval Training Station, Lake Pend O'Relle, Bayview, ID.

Was assigned aboard the USS *Idaho* (BB-42) at Bremerton, WA. Was on board for bombardment of Iwo Jima, witnessed now famous flag raising on Mt. Suribachi. Then on to the Easter morning bombardment of Okinawa. Stayed on board for the signing of peace treaty in Tokyo Bay.



Returned with ship for decommissioning at Norfolk, VA. Was then reassigned to USS *Pennsylvania* (BB-38). Sailed her to Bikini for "A" bomb tests. Was then assigned to the USS *Shakori* (ATF-162) at the time of her commissioning and sailed her to Guantanamo Bay, Cuba, her assigned homebase. Was discharged April 27, 1948 at the Naval Air Station Jacksonville, FL.

Homebase is now Lake Pend O'Relle, ID.

W.K. REEVES, LCDR, USS *Idaho* (BB-42) 1934-1937, USS *Arkansas* (BB-33) 1941-1943, born 1915, enlisted in Navy 1933, boot camp in Norfolk. Married Rheta Mae Small 1938. Commissioned Ensign July 1943 from Fire Controlman First Class, while at Loran School at M.I.T. Retired March 1954. Last duty, Electronics Officer, ComServLant.

While aboard the *Arkansas* on Christmas Day, 1941, while at anchor at Reykjavik, Iceland, they "Spliced the Mainbrace" before noon chow, which is the only time he has heard of this being done in recent history. Engaged in high speed troop convoys and invasion of North Africa at Casablanca, then served as O in C, HF/DF Calibration Crews Trinidad and Casco Bay, ME. O in C and Inspector-Instructor Naval Reserves, USNRTC Canton, OH. On outbreak of Korean War served two years as Electronics Officer, ComServRon 2.

Was discharged in November 1937. Enlisted in V-6 USNR December 1936. Was recalled in May 1941. Released from active duty in September 1945, employed again at Meter Devices Co. as Sales Mgr. and Engineer. In May, 1946 returned to active duty at the request of COMNINE as organization and field administrator Naval Reserves, Canton, OH, where he organized and trained Battalion 941.

After retiring, built, leased and managed shopping centers in Washington, D.C. area, where he was first Certified Shopping Center Manager. Was Vice President of General Contracting Co. and Realty Management Corp. and real estate broker in five states. Later had own business as consultant to shopping center developers and commercial property leasing specialist for both landlords and merchants. Also owned several liquor stores and apartment buildings. Retired again in 1974. Resides, Boca Raton, FL, one daughter, two granddaughters, two great-grandchildren. Has been traveling the world with wife the past five years.

HENRY C. REHKOPF, GM 3/c, USS *Idaho* (BB-42), born March 17, 1922 in Texarkana, TX. Enlisted in Navy Sept. 5, 1942. Discharged Oct. 19, 1945.

Memorable experiences were air attacks at Okinawa in April 1945, long chow lines and long hours at GQ.

"HC" was a Constable of Bowie County for 12 years retiring in January 1989. He was killed in a boating accident on Lake Wright Patman outside of Texarkana, TX on July 23, 1989.

He was married to Charlotte Brown Rehkopf for 47 years. They had six girls and one boy. He worked as an iron worker for a number of years but retired from the Lone Star Army Depot after 24 years.

Shipmate Rehkopf recalled many of his happy days aboard the USS *Idaho* (BB-42) and having served on board with such great shipmates as D. Rannals and Harold Chitwood. His untimely death was a real shock to all of of his shipmates and "HC" will surely be missed at the *Idaho* reunions in the future.

He loved life - he loved his country - he loved his wonderful family - and above all - He Loved His Lord.

CARL REISMAN, Lt. Cmdr., USS *Iowa* (BB-61), USS *Missouri* (BB-63), born June 11, 1920 in Atlanta, GA.

Served on board the USS *Wisconsin*, USS *Broom* and USS *Quincy*. Commissioned the USS *Columbia*, USS *Iowa* and USS *Missouri*.

Received the American Defense Service Ribbon with "A", American Area Ribbon, European-African-Middle Eastern Area Ribbon, Asiatic-Pacific Area Ribbon w/four Stars and the WWII Victory Ribbon.

Most memorable experiences are taking President Roosevelt and other dignitaries to the Teheran conference with Winston Churchill and Josef Stalin in 1943. Participating in training exercises with the *Porter*. *Porter* was using *Iowa* as target for simulated torpedo attack, but one torpedo was fully armed and was shot right at *Iowa*. By increasing speed and making emergency turn, *Iowa* avoided torpedo. Picking up Japanese surrender delegation.

He was married for over 41 years to his late wife, Betty. They had two children and one grandchild. Married Claire Gross May 20, 1990. Now has two stepsons. Retired in 1986 from his medical distribution business. Remains on board of directors. Member of board for the Kenneth Norris Cancer Center and member of Mountain Gate Country Club.

GERHORD F. RENKEN, USS *Tennessee* (BB-43), born in Germany, Dec. 23, 1913. Joined Navy April 15, 1942. Left for San Diego, CA June 6, 1942. Came aboard USS *Tennessee* (BB-43) July 31, 1942, in San Francisco, CA. Sent to 6th Div. Stayed there through the war. Made Coxswain Feb. 1, 1944. Made Div. Police P.O. same day. General quarters battle stations - day time - on auxiliary director for 5" AA guns - night time - 36" search lights. Discharged Oct. 14, 1945.

Served in all Naval action that BB-43 was in, except Pearl Harbor, which was land, sea, and air battles.

Medals: American Campaign, Asiatic Pacific w/ nine Combat Stars, WWII Victory Medal, Navy Occupation Medal with Asia Clasp, Navy Unit Commendation Ribbon, Philippines Presidential Unit Citation and Philippines Liberation w/one Battle Star.

He is retired now. Was lumber grader for Georgia Pacific at Toledo, OR until January 1961. Then worked for Greg Roberts Lumber Co. at Toledo, OR as lumber grader, lumber inspector and quality control coordinator.

Married his first wife June 5, 1937. She passed away Aug. 24, 1987 (Helen). Married his childhood sweetheart June 24, 1989 (Dorothy).

WILLIAM JOHN REY JR., USS *Pennsylvania* (BB-38), born March 11, 1922 in New Orleans, LA. Enlisted April 8, 1940. Discharged April 12, 1946.

On Dec. 7, 1941, while in dry dock in Pearl Harbor, a Japanese bomb hit ship, resulting in 38 casualties. During the attack, he was a gunner on a 14" gun, after the attack he was assigned to go into the dry dock to retrieve bodies from destroyers *Casen* and *Downs*.

Transferred to USS *Baldwin* for the invasion of Africa at Casablanca. The Italian Navy surrendered to destroyer squadron. Transferred to Washington D.C. gunnery school, then to Miami to teach the Russians how to use guns. Transferred to U.S. *Grady* DE to Pacific Ocean for the Philippines liberation and invasion of Okinawa and Iwo Jima. At Okinawa, Japanese kamikazes tried to hit ship, they shot down a few planes.

Bill achieved the rank of chief gunners mate. Seven medals: Philippines Liberation, American Defense, Asiatic Pacific, America Area, African European Area, Good Conduct, and Victory.

Bill is married to Jacqueline D. Rey. He has six children and six grandchildren. Retired from Pacific Telephone Company after 40 years.

LOGAN REYNOLDS, (Fagin), CSM, USS *Pennsylvania*, born Sept. 7, 1916 in Redlands, CA. Enlisted in Navy in December 1934. After boots came aboard the USS *Pennsylvania* in March of 1935. Spent six years aboard. Was discharged in December 1940, signed up for the Selective Service. Although he was given last minute chances to re-enlist in the Navy, decided to take his chances with the Army. He spent his Army time at Fort Ord, CA in the 17th Inf., 4th Army. Upon being discharged, was put in the same classification as Civilian Flight Instructors, who could not enlist, until they were reclassified 1-A. This happened late in 1943 and he was drafted again in January 1944. Trained for amphibious assaults. Had to go through boots again and was Recruit Company Commander until sent to signal school to get his old rate of SM 2/c back, then put into Transfer Unit. Was assigned to an ACORN unit and travelled to Pearl Harbor on Macasser Strait. After a couple of months at Iroquois Point in Pearl Harbor, where he made SM 1/c, his signal component of 12 men was sent to Saipan, Marianas where many beachmaster signalmen were killed in the invasion. His component was to replace these men. They were flown to Kwajalein, to Eniwetok and on into Isley Field on Saipan. On D-Day plus 15 of the Invasion of Saipan, the Japanese still held over half the island. His component joined the signalmen manning the tower at Chalon Kanoa and after moving the Japs out of the eastern end of the island they set up their Harbor Entrance Control Post in an old lighthouse overlooking Tanapag Harbor and what was left of the city of Garapan. He made CSM while on this tower. The harbor, became too crowded for ships assembling for the invasion of the Jap-held Islands as well as the Japanese Mainland Islands so they re-opened the original tower at Chalon Kanoa to handle the overflow. From this point he had a ringside view of the invasion of Tinian, and this was the island the B-29s took off from with the atom bombs.

Was discharged at Long Beach and returned to the city Fire Department where he had been when they took him the second time. He has two Navy discharges and one Army, and is now retired from firefighting after 29 years. Has been retired 20 years and enjoying every hour of it.

HENRY R. REYNOLDS, (Shorty), USS *Wyoming* (BB-32), USS *New York* (BB-34), AA Gunner S 2/c. Was born at Doddsville, MS Aug. 7, 1924. Inducted 1944. Was on East Coast early 1944, then through the Panama Canal. Joined the Iwo Jima assault in rehearsal at Saipan, went ahead of the main task force for the pre-invasion of Iwo Jima, February 16. Broke a propeller and went to Manus to a floating dry dock, got repaired. In March went to the assault on Okinawa, where they spent a record time of 78 days. Left Okinawa

June 11 to regun at Pearl Harbor, BB-34 was the first major ship to regun at a foreign port.

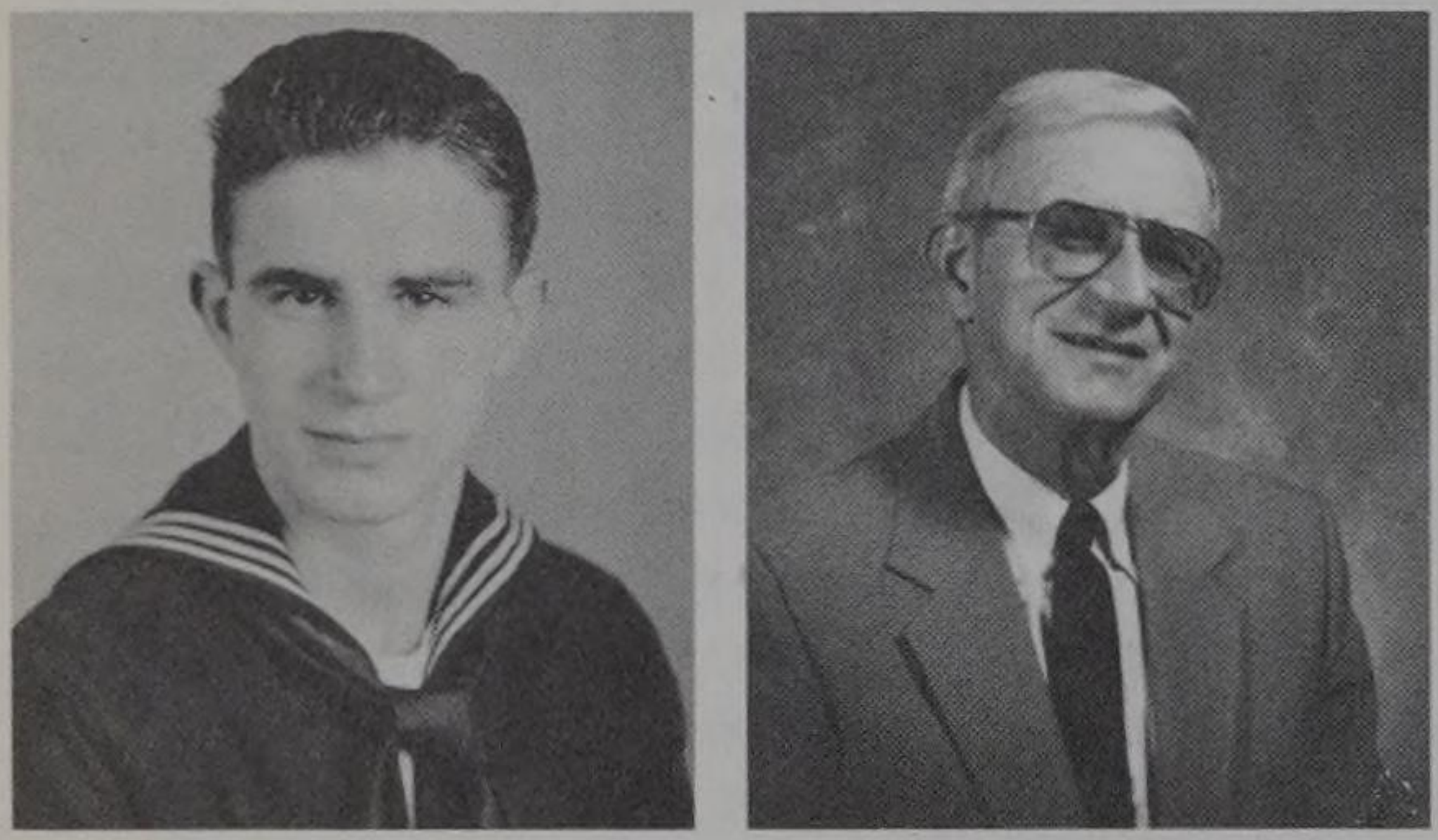
Was there preparing for a trip to Japan when the war ended. Came back to California and was greeted by Diana Shore, he was on the docking party, so he met her and asked her aboard and she came aboard with him and had some good Navy coffee. This was September 1945. Came to New York for Navy Day and at Christmas, had orphans brought aboard for Christmas dinner and gifts. This tradition was started aboard the USS *New York* in 1915. Was discharged Dec. 31, 1953 the second time. The *New York* was offered to the State of New York, and after refusal it was chosen to go to the A bomb test at Crossroads at Bikini, where she withstood the air burst and the underwater bomb. This was her last call to duty, her first call was Vera Cruz April 15, 1914.

Was discharged February 1946 from regular Navy. Stayed on in the USNR stateside until December 1953. He is retired after several heart attacks. Has been a continuous member in the V.F.W. and American Legion since 1947, a part Life Member in D.A.V. and a member of the U.S. Naval Institute. Attended the 1988 Symposium of the Battle of Midway, and is going again in May 1989 to the Naval Aviation in Space Symposium in Pensacola, FL. Saw several Battleship sailors along with R. Adm. Alan Shepard Jr., Capt. Pete Conrad, Capt. Eugene Cernan, and many others. He was a guest of the Governor of Wisconsin at the recommissioning of BB-64, also a guest of Capt. J.M. Blesch.

Last first and first last, "That's the story of the BB-34 and Shorty Reynolds."

DONALD E. REYNOLDS, SF 3/c, USS *New Jersey* (BB-62), enlisted in the Navy January, 1943. Was sent to USNTS Great Lakes, IL for boot training (six weeks). After boot training, was assigned to the USS *New Jersey* at Philadelphia Navy Yards, put her through the shakedown and on to the Pacific.

Took part in the following operations: Hollandia-New Guinea, Kwajalein, Eniwetok, Truk, Saipan-Tinian, Guam, Peleliu, Leyte Gulf, Okinawa and strikes on the Japanese Main Land.

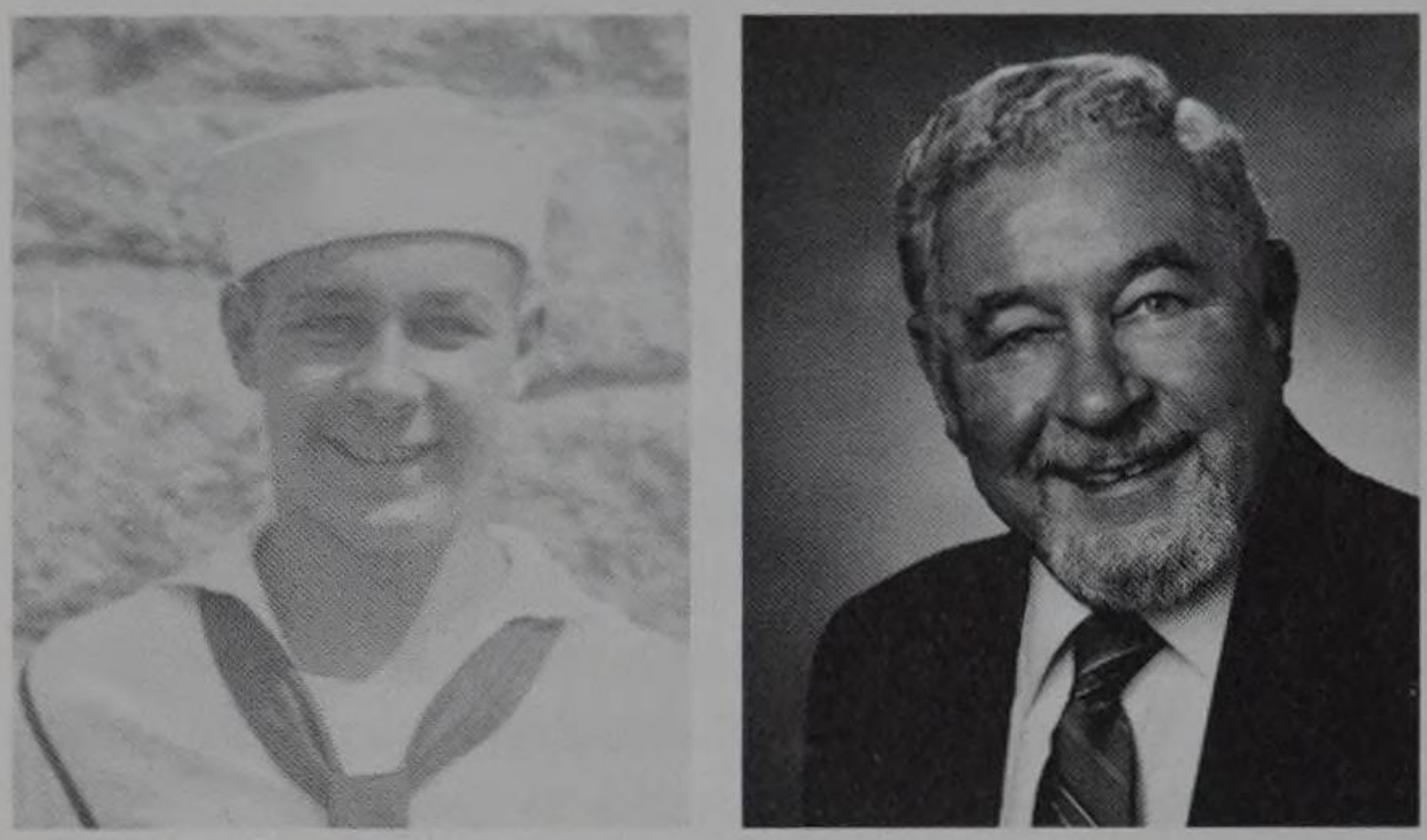


Was transferred to the Naval Landing Force Equipment Depot, at Albany, CA. Served until discharged, December 1946.

Worked on the Wabash Railroad for 37 years, is now retired and residing in Rochester, IN.

HENRY C. RIVERS, BM 2, USS *Missouri* (BB-63), born Sept. 7, 1923, Worcester, MA. Elementary education, Hubbardston, MA. Graduated high school, 1941, Athol, MA. Enlisted in the Navy July 1, 1941, completed recruit training at Newport NTS, Newport, RI.

Ships and stations: 1941: ABATU, NAS, Norfolk, VA and NAS Quonset Point, RI where he participated in fabricating and erecting first Quonset huts, which became common to all service branches. 1942-1943: Sub Chaser Training Center, Miami, FL; commissioned USS SC-656, Boston, MA; operated anti-submarine convoy patrols in Caribbean and South Atlantic. 1943-1944: LTA School, Lakehurst, NJ; Blimp Hq., Sdn. 4, Fortaleza, Brazil. 1944-1946: USS *Missouri* (BB-63); Platoon Sergeant, 3rd Fleet Landing Force, Yokosuka Naval Base, August, 1945.



Action at sea: Iwo Jima, Okinawa, Japanese Home Islands.

Medals/Ribbons: American Defense, American Campaign, Good Conduct, Asiatic Pacific Campaign w/three Stars, Philippines Defense/Liberation/Independence (Philippines issue), Asia Occupation, Victory.

Discharged Oct. 30, 1946.

College Degrees: AA, Worcester Jr. College; BSBA, Clark University, Worcester, MA; CLU, American College, Bryn Mawr, PA. Vocation: Insurance/Investment Broker. Retired.

Memberships: American Society of CLU & ChFC; Golden Key Society; USS *Missouri* (BB-63) Assn., Inc.; American Battleship Assn.; V.F.W. Post No. 15022; Plank Owner, Navy Memorial Foundation.

JOSEPH W. ROBERTSON, JR., CMM, USS *Indiana* (BB-58), born in Grantville, GA on Feb. 11, 1917. Inducted into the U.S. Navy on May 22, 1939. Completed boot camp and service school at the Norfolk Naval Training Station. Served aboard the USS *Dixie* (put in commission), USS *Indiana* (put in commission), and the USS *Bowie* where he achieved the rating of Chief Machinist Mate.

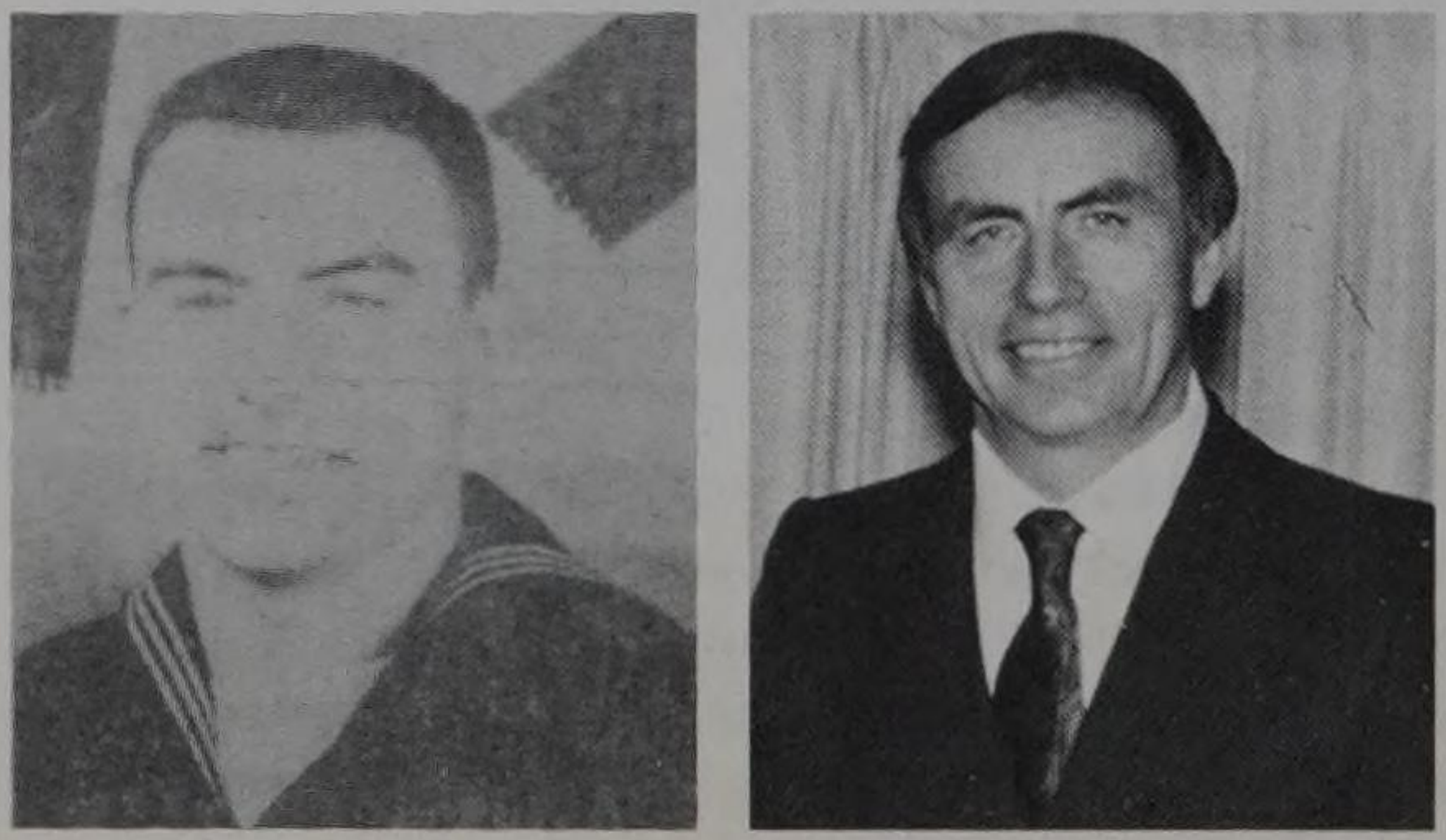
Participated in nine Naval campaigns while aboard the USS *Indiana* (BB-58). Discharged at the Jacksonville, FL Naval Separation Center on Sept. 22, 1945.

Authorized to wear the Asiatic Pacific Campaign Medal with nine Silver Stars, Good Conduct Medal, WWII Victory Medal, National Defense Service Medal.

He was married on April 21, 1946, and has one son. Retired from the Railway Mail Service on June 30, 1972. Enjoys traveling and playing golf.

BUD ROCHFORD, (Rocky), USS *Wisconsin* (BB-64), Machine Mate 3rd Class (A Div.), born Oct. 31, 1934 in Parkersburg, WV and moved to Cleveland, OH in 1945.

After graduating from Berea High School in 1953, joined the Naval reserve and went on active duty Jan. 6, 1955. Was fortunate to serve aboard the Battleship *Wisconsin* from Feb. 1, 1955 until Dec. 5, 1956. He has fond memories of his two midshipman cruises. The first was to Edinburgh Scotland and Copenhagen, Denmark. The second to Glasgow, Scotland and Barcelona, Spain. Also participated in fleet exercises in the Caribbean, visiting ports in Haiti, Cuba, Columbia, and Mexico.



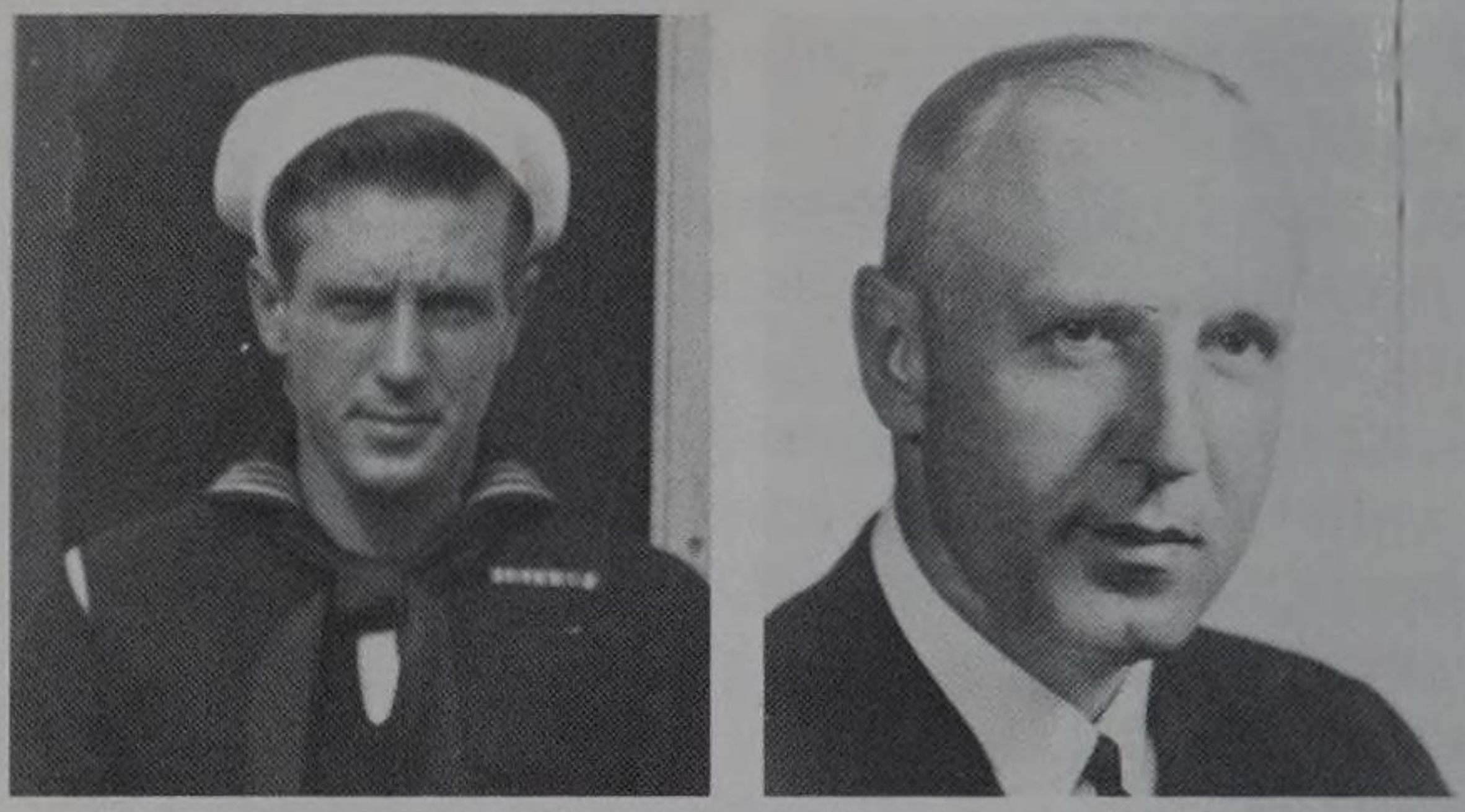
After discharge, opened a gas station with trailer rentals until 1976. He further expanded into the rental market by opening a general rental store, which he has operated since 1976.

He has been happily married to Lois, since 1960. He has two grown children Dave and Linda who are very much interested in running the business.

His hobbies include playing volleyball and improving their 80 acre farm.

DONALD R. ROSS, Yeoman 2/c, USS *South Dakota* (BB-57), born 1925, New Britain, CT. Graduated high school (1943) New Britain, CT and was named All State Football Player. Received BS Degree in Business Administration, Majored in Accounting, Minored in Law at the University of Connecticut (1950). Played four years of varsity football (Baseball Star Walt Dropo also played on same team). Took advanced courses in Mergers and Acquisitions, Finance, Public Relations, Personnel and Computers. Married 37 years; wife, Carol, school teacher, retired.

Inducted June 1943. Honorably discharged April 1946. Served aboard the USS *South Dakota* for three years, first in the 20mm Gunnery Div., then in the Damage Control Office.

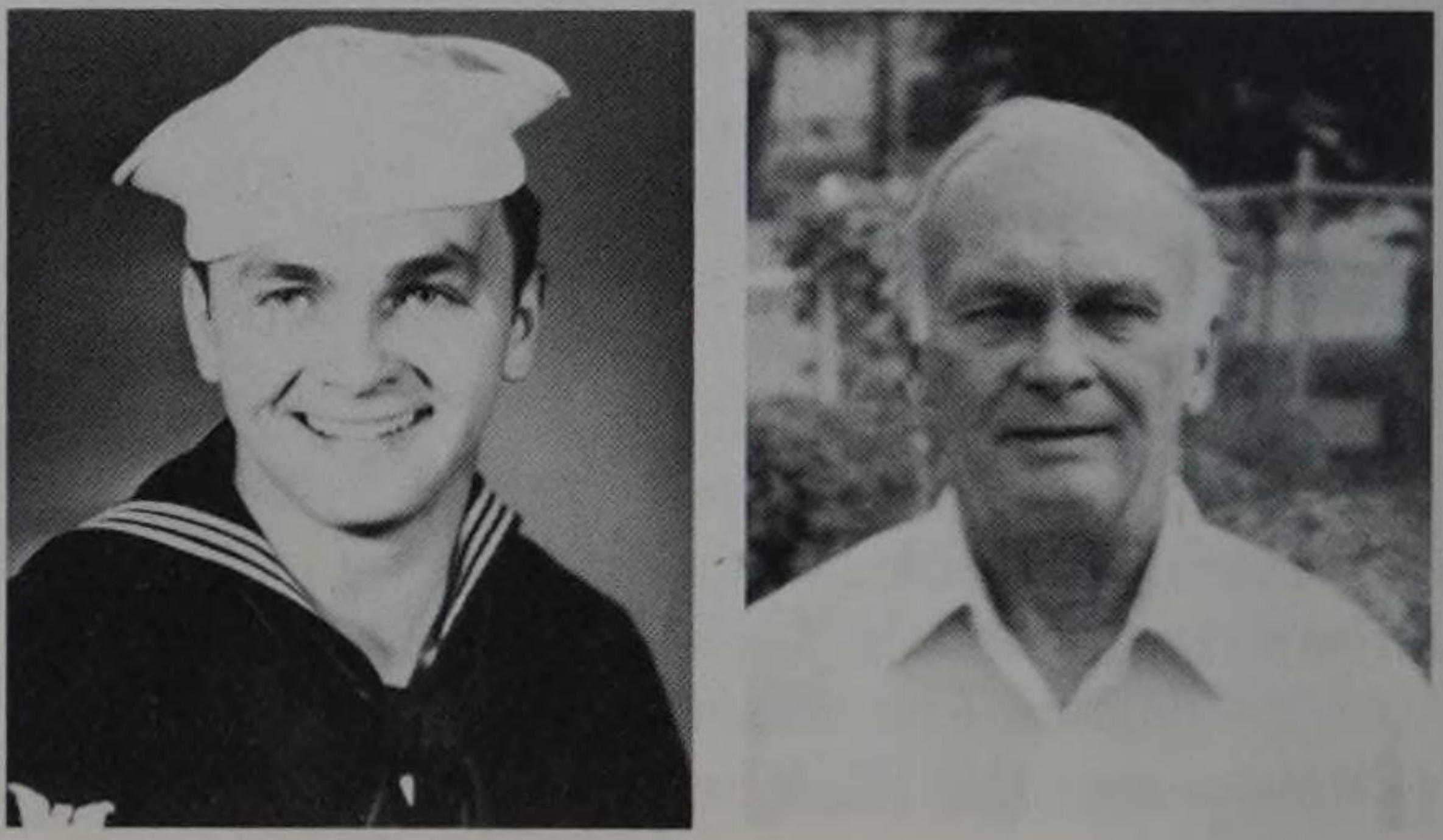


Received the Philippines Liberation Ribbon w/two Stars, American Area Service Ribbon, European-African-Middle Eastern Area Ribbon and Asiatic-Pacific Ribbon w/one Star.

Applied and was being considered for Officer Training School when war ended.

After college, worked with several corporations, The Emhart Manufacturing Co., Hartford, CT, The Goodyear Rubber Co., Middletown, CT and the Lydall Corporation, Manchester, CT where he was Chief Financial Officer, Vice President of Finance, Director and a Minority stockholder. He was also a Director of several companies. Among his specialties were buying and selling companies. He is now semi-retired, playing a lot of golf, but still keeps active operating a small consulting and advisory company, The Ric Company, where he is President.

ROBERT FERRIS ROTH, GM 3/c, USS *Pennsylvania* (BB-38), born Aug. 17, 1921, Rockford, IL. Was inducted into the Navy Sept. 2, 1942. Upon completion of boot camp at Great Lakes Naval Station in Chicago, IL went aboard the USS *Pennsylvania*, October 1942, at the Navy Ship Yards at San Francisco, CA. Stayed aboard the ship for the duration of the war.



While at sea, participated in all Pacific operations that the ship was scheduled to make. The awards and medals he received were Ship Navy Unit Commendation plus all Pacific operations. After the war was over, returned to Guam and then to Saipan, M.I. for duty at the Naval Armory until discharge Jan. 5, 1947, at Mare Island, Vallejo, CA. Became a GM 2/c at Saipan, M.I.

On May 20, 1950, married Marguerite Pauls. They have three daughters, one son, and five granddaughters. Retired in 1983. He would like to honor his brother, Wallace Frank Roth, FC 3/c, USS *Tennessee* who passed away at 43 years of age. Would like to wish his 5th Div. shipmates all the best life has to offer.

JAMES R. ROUSH, Seaman 1/c, USS *Colorado* (BB-45), born Cleveland, OH. Enlisted USN Cleveland, OH November 1942. Mustered in Jan. 6, 1943.

Naval Actions in Pacific only: Tarawa, Kwajalein, Eniwetok, Saipan, Guam, Tinian, Leyte, Mindaro, Luzon, Okinawa and Occupation of Japan.

BLAINE A. RUSK, Petty Officer 1/c, USS *Maryland*, Radar Div., born Sept. 19, 1923 in Wisconsin. Inducted into the service at age 17, on Jan. 3, 1941, with boot camp at Great Lakes, IL.

Served aboard the USS *Maryland* from 1941 to 1945. In June, 1945 was assigned as radar instructor at Pt. Loma, San Diego, CA.

Discharged November 1946 and enlisted in the inactive reserve. In 1952 was called to active duty and served aboard the USS *Juneau* for seven months. At this time, was transferred to the Naval Hospital in San Diego, CA for surgery, where he remained until discharge September 1952.

On return to civilian life, he returned to employment at General Dynamics Convair in San Diego. He retired in 1978 but has kept active. Enjoys working in mechanics, electrical and wood work.

STEVE M. RUSNAK, USS *Wisconsin* (BB-64), Coxswain (T) USN-1, born July 29, 1924, Campbell, OH. Attended Campbell Memorial High School. Went to Civilian Conservation Corp. After six months in the CCC Camps, joined the Navy, Jan. 20, 1943. Went to Great Lakes, IL Naval Training Station. Served aboard the USS *New Jersey* from commission to end of shakedown cruise. Transferred to the USS *Wisconsin* (BB-64) and served on it from when it was commissioned to the end of the war.

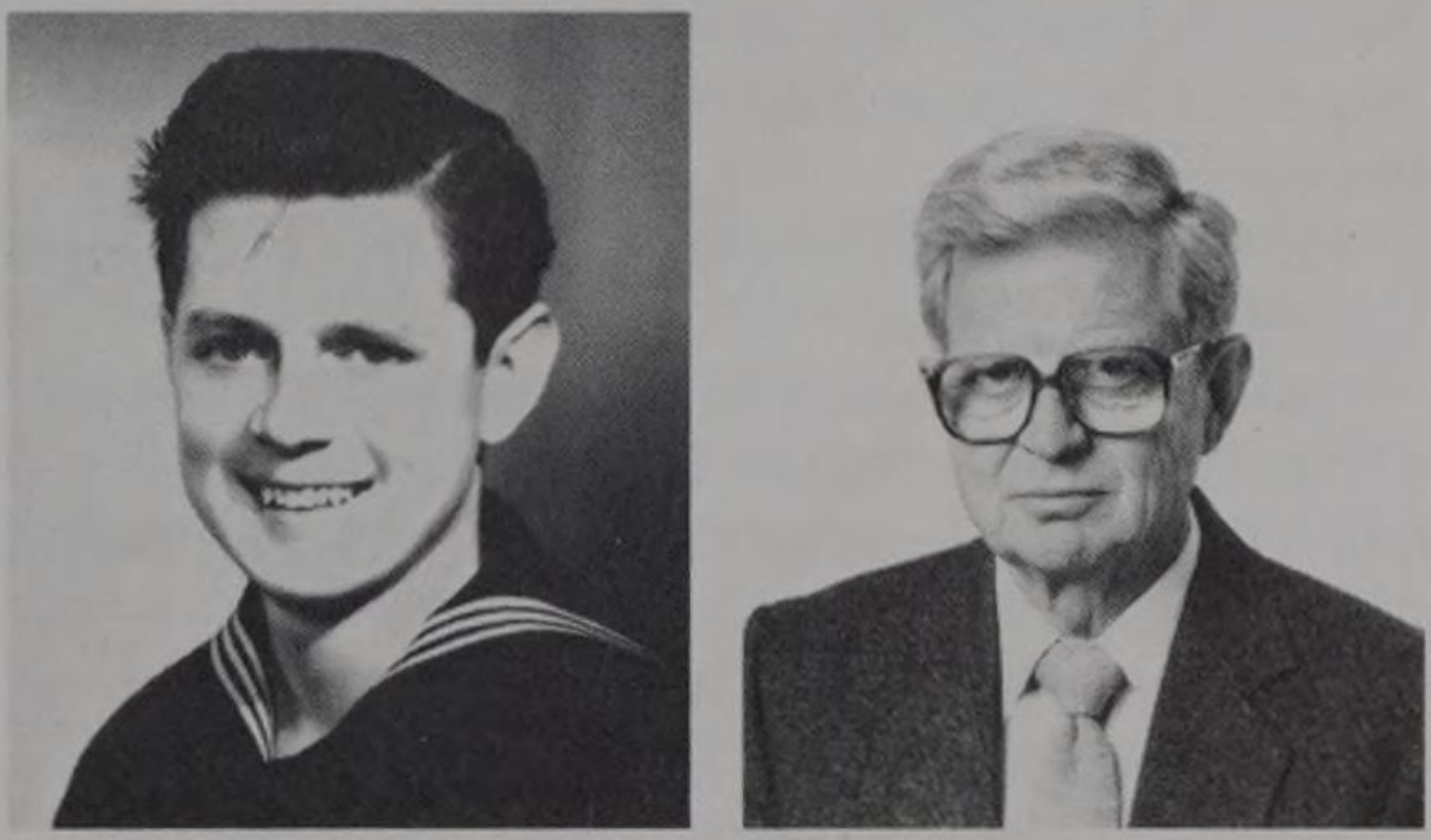
While on board earned six Battle Stars in the Pacific: American Area, Asiatic Pacific w/five Stars, Philippines Liberation w/one Star, Victory Medal, and Good Conduct Medal.

Got out of the service on the point system. Discharged from Great Lakes, IL, Jan. 26, 1946 at the end of the war.

Got a job in the Youngstown Sheet and Tube Company, Campbell Works, Cold Strip Department for two years. Then started driving cab for Yellow Cab. After a year went into cab business for himself. Independent Cab Company for about 25 years. Got a job in the City of Struthers, Street Department, about six months, got transferred to the Park Department as Park Superintendent for about 15 years and the Mills closed down, causing the City to loose its Tax Revenue. Was transferred back to the Street Department and worked there until his retirement Aug. 1, 1989. The father of five children, two sons in Norfolk, VA and two girls in California and one in San Juan Capistraino and one Mission Viejo - one boy in Boardman, OH. Has five grandchildren. One son in Norfolk also was in the Navy and is now working in the Navy Yard. He is really enjoying his retirement.

PETE RUSSELL, SM 3/c, USS *Pennsylvania* (BB-38), born Jan. 8, 1927 La Grande, OR. Quit high school December 1944 of senior year and joined the Navy. Attended fleet schools (signalman) Pearl Harbor. Assigned USS *Pennsylvania* in time for the Wake Island raid.

His father had been taken prisoner-of-war by the Japanese on Wake Island in December 1941. When he quit school, he told his mother he intended to "go find Dad". Shortly after the war ended, the *Pennsylvania* was in dry dock at Guam having the torpedo damage repaired. As a signalman, used the blinking light to "talk" to a lot of ships looking for his father. In September, located him on board the hospital ship *Rescue*, AH-12. Spent one night aboard the *Rescue* with him before they left for the States. Got to meet the signalman who had received his message and looked his dad up on the passenger list. Overall, a great experience.



Separated from the service summer of 1946 and went to college. Graduated from Eastern Oregon and the University of Utah. Worked Boeing-Seattle for eight years and then Thiokol Corporation for the past 28. Currently a manager in the Research and Development Laboratories. Wife and he reside in Ogden, UT and have seven children and 12 grandchildren.

WILLIAM D. RYDEN, GM 2/c, USS *Arkansas*, born Oct. 23, 1922 in Nutley, NJ. Enlisted in Navy Oct. 15, 1942. Boot camp and Fire Control School in Newport, RI. Discharged Jan. 15, 1948.

Participated in invasion of Normandy, bombardment of Cherbourg, invasion of Southern France, invasion of Iwo Jima, invasion of Okinawa and Occupation of Japan.

Received the Asiatic-Pacific Medal w/two Stars, American Area, WWII Victory, Philippines Liberation, European-African w/two Stars and the Good Conduct Medal.

Married Gloria Rosetta March 14, 1943. They have four children and eight grandchildren. Retired Feb. 1, 1987 as an electrician with ITT.

WOODROW W. SAFT, GM 2/c, Turret IV, USS *Pennsylvania* (BB-38), born Aug. 10, 1918. Enlisted June 2, 1936 to Sept. 19, 1941. Re-enlisted as GM 1/c on May 29, 1944 to Oct. 5, 1945 and commissioned the USS *Portsmouth* (CL-102).

Was employed November 1941 at the U.S. Naval Proving Ground and progressed from Journeyman to Superintendent Ordnance and Weapons Specialist testing all calibers of weapons and munitions of the U.S. Navy. In addition, traveled worldwide to investigate malfunctions and other fleet problems of the Navy from 1967 until retirement in 1974. The investigations included the USS *Lloyd Thomas* (DD-764), USS *Hoel* (DDG-13), USS *Conway*, USS *Boston*, USS *Canberra* (CAG-2), USS *Allen Sumner* (DD-692) and the *Hmas* (Australia) *Brisbane* (D-41) operating at Subic Bay, Guantanamo Bay, Danang, South Vietnam, Sete, France, NSY, Long Beach, etc.

PENNSYLVANIA

Citations and awards included eight Superior Achievement Awards, 14 annual awards for Safe Supervision, seven Beneficial Suggestion Awards, (two on 8" and 16" guns which saved the Navy over $351,723.00 in the first year) and a Navy Certificate of Merit.

Received national recognition in the 1967 Edition of Outstanding Civic Leaders of America, Chicago, IL. Retired from the U.S. Civil Service, Department of the Navy, Dec. 31, 1974 but continued to serve his community as a member of the County Board of Supervisors, King George Co., VA and is now in his 22nd year of elective office.

His wife and he enjoy traveling and have visited every state of the United States and 29 countries.

ROBERT R. SAMBATARO, USNR (Ret.), Chief Petty Officer, USS *Missouri* (BB-63), born March 30, 1930 in Lawrence, MA. High school graduate and attended some college. Enlisted Naval Reserve 1947, while still in high school. Summer cruise USS *Gainard* (DD-706). Enlisted regular Navy 1948 Great Lakes boot camp. Hospital Corps School 1949 Great Lakes. First duty station at Chelsea Naval Hospital 1949. Reported aboard USS *Missouri* (BB-63), Norfolk, VA May 1950, three months after her grounding on Thimble Shoal. Assigned to sick call, and man over board drill. Left USS *Missouri* (BB-63) for EEG school (electroencephalogram) at Chelsea Naval Hospital November 1951. Reported to Philadelphia Naval Hospital 1952. Discharged regular Navy at Philadelphia 1953 (rank of Petty Officer Third Class).

Enlisted Army reserve 1974. Transferred to Naval reserve 1979. Promoted Chief Petty Officer Sept. 16, 1985 at NAS Jacksonville, FL. Discharged March 30, 1990 mandatory retirement age of 60.

Memorable Experience: Midshipmen European cruises...hurricane of Hateras...transiting the Panama Canal...entering Pearl Harbor...Typhoon in the Sea of Japan...Liberty in Japan...Korean War action...duty corpsman for helicopter take off and landing. General MacArthur's visit...Lt. Gen. Ridgeway, loaded with his famous hand grenades speaking on the fantail...7th fleet Adm. Struble with his Chinese cooks. Bob Hope saying to me, "Hiya Sailor!" as he stepped out of the helicopter...USS *Missouri's* night action at Hungnam, Korea on Christmas Eve 1950...Last active duty Philadelphia Naval Hospital June 1989, where discharged from the regular Navy 36 years ago.

Has four children and three grandchildren. Retired as Firefighter in 1981 after 28 years of service.

J. RICHARD SANTO, FT 3, USS *Missouri* (BB-63), FM Div., born Nov. 18, 1932 in Everett, MA. Enlisted in Navy May, 1950. Attended recruit training in Great Lakes, IL.

While in recruit training, the Korean conflict broke out and immediately upon graduation was assigned to the USS *Missouri*, upon which he served entire tour of duty.

Served two tours of duty in Korea. The first tour with his friend Sal and the second tour with his younger brother Paul.

Participated in the Inchon invasion and the Hungnam evacuation at Christmas, 1950. Was a rangefinder operator for the main battery. Was involved in shelling operations from Pusan to Wonsan to Chonjin.

Traveled to many countries, the last being Rio De Janeiro, Brazil on a midshipmen cruise. The highlight of the cruise was becoming a shellback and participating in the initiation of the entire Navy football team on the return trip.

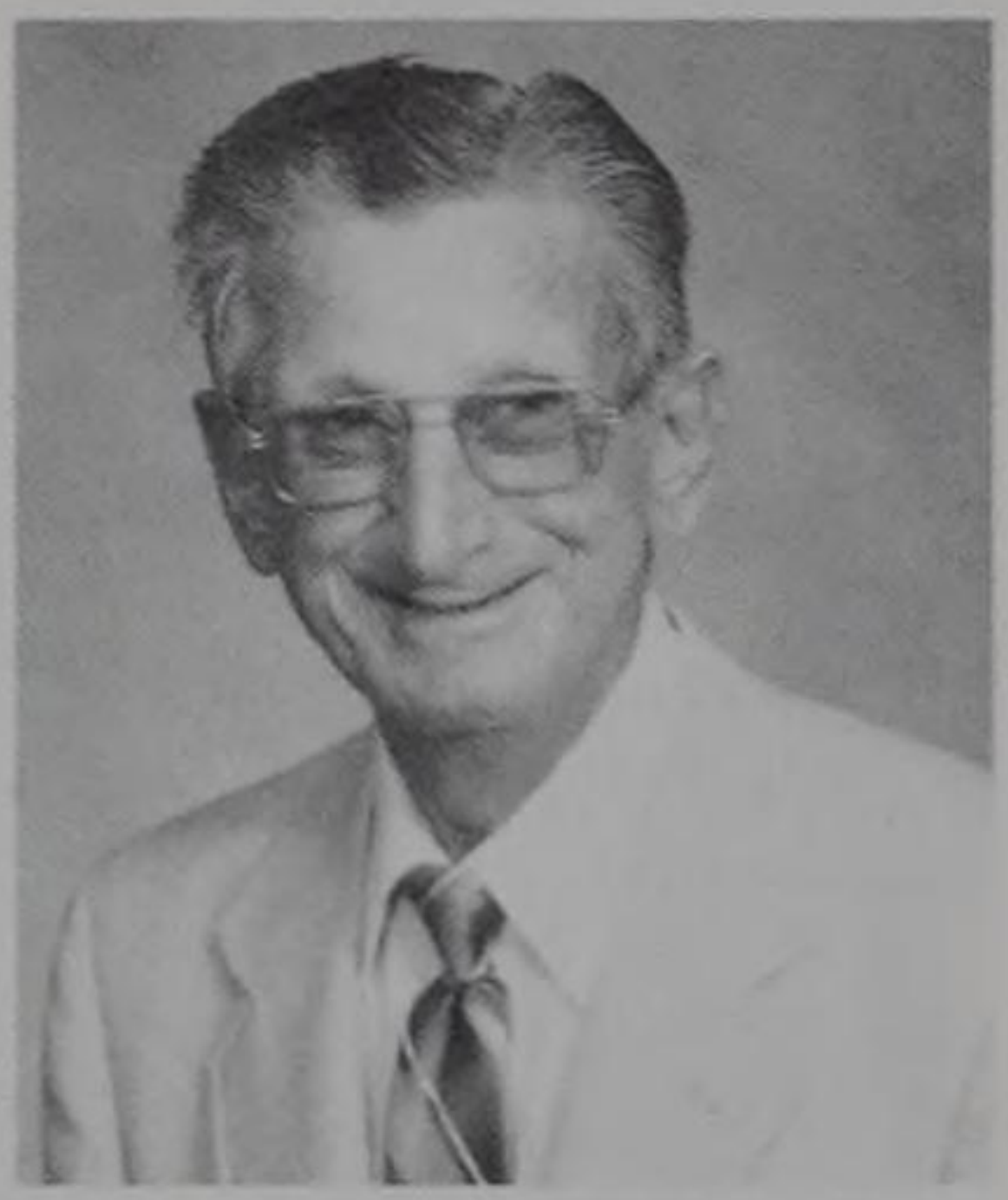
Was discharged from the Navy in September, 1953 and attended college in Boston, MA. He is a member of the USS *Missouri* and American Battleship Assn.

Is presently manager of the real estate department for the city of Anaheim, CA, a position he has held for the past ten years. Has also been involved in many civic functions, including running for public office.

On June 19, 1989 his wife and he made a one day sea cruise on the USS *Missouri* for the "Sailor for a Day" cruise.

FRANK THOMAS SCARPA, RDM 2/c, USS *Missouri*, USS *South Dakota*, born May 22, 1910 in Jersey City, NJ. Enlisted in Navy Dec. 21, 1942. Discharged Oct. 23, 1945.

Remembers the signing of the Peace Treaty aboard the *Missouri* and the welcome they received coming into San Francisco aboard the *South Dakota* at war's end.



Married Augusta Layer May 15, 1939. Retired May 1, 1980 after 27 years as Steward of Atlantic Highlands Yacht Club.

RUDOLPH LOUIS SCHAEFFER, EM 3/c, USS *Maryland*, born July 27, 1921 Fairview Village, OH.

Served aboard USS *Maryland* 1942-1944. Served American Theater, Asiatic Pacific (seven Stars), Philippines Liberation (two Stars), and Victory Ribbon. Attended Dyke-Spencerian Business College on G.I. Bill after discharge.

Boarded the *Maryland* at Pearl Harbor in October 1942 as a yeoman striker.

In October of 1942, as the *Maryland* was heading for the South Pacific battle area, passed the battered ships returning from the Coral Sea Battle acknowledging them for their courage.

During that time all hands were top side and told by Capt. Ray what they might expect as they went into battle. Some of them might not return. Turned out, he was the first as his plane crashed as he was being given another duty assignment.

Most memorable experiences are the Battle of Leyte Gulf, kamikaze suicide bomb that almost killed him, being topside at night as they engaged the Japanese battle ships at Surigao Straits and being under constant air attack by suicide planes in Okinawa battle.

Will never forget the paint chipping in living compartments while in the intense heat of the Fijis, liberty in Suva with the natives, and Joe (coffee night watch) to the gun crews on watch. Sudden jolt when torpedo struck bow off coast of Saipan.

Being first powder man on the *Maryland*. The complete destruction of the forward section after the suicide bomb from the kamikaze attack. He was one of the first to go in on the second deck. Smoke was so intense that powerful lanterns light didn't pierce the air. At the time, he was an EM 3/c at battle station.

After attending 18 weeks of Electrician Mate School war ended and he was sent to Illinois for discharge. Received the ruptured duck on his uniform to signify discharge.

In 1948, married Ruth Halcik, has three children and eight grandchildren.

Retired after 33 years from Conrail as a Cleveland Clerk. Was a Union Local Chairman for eight years and now does church work as a retiree. Pentecostal God in Christ ministries.

He is a member of the USS *Maryland* (BB-46) National Veterans Assn.

VINCENT N. SCHARFEN, Chief Gunner's Mate, USS *Pennsylvania* (BB-38), born Jan. 4, 1917 in Albion, NE. Attended elementary school District #13 Boone Co., NE. High school in Albion, NE. Enlisted in Navy June 12, 1939, Boise, ID. Received 16 weeks recruit training in San Diego, CA.

Served aboard the following ships and stations: USS *Pennsylvania* 1939-1942. They were in Pearl Harbor Dec. 7, 1941. U.S. Naval Magazine Sydney, Australia 1942-1945. Made Chief Aug. 1, 1944. Recruit Instructor at Bainbridge, MD and Naval Training Center, San Diego, CA 1945-1946. USS *Leary* (DD-879), 1947. Honorable discharge from U.S. Naval Hospital, Newport, RI December 1947.

From Newport, RI went to Long Beach, CA and was in construction until he retired Jan. 1, 1979. Married Monica Griffin, Sydney, Australia Aug. 4, 1944. Has one son, William, born New Port, RI 1947, two grandchildren William and Lindsay Scharfen.

JOSEPH C. SCHELL, PHM 2, USS *Missouri* (BB-63), born Sept. 4, 1920 on the family farm, at Crosby, ND. Enlisted in U.S. Navy at Los Angeles, CA Aug. 14, 1942. Boot camp and Hospital Corps School at San Diego.

Duty at San Diego Naval Hospital, North Island NAS; Aux. NAS, Holtville, CA, Base Hospital #8 and Medical Supply Depot, Pearl Harbor, HI. Sea duty aboard ships included USS *Hamblen* (APA-114), USS *Missouri* (BB-63), USS *LeJeune* (AP-74), USS *Charles E. Brannon* (DE-446), USS *Rombach* (DE-364), and LST 1146, on "Barex-49" Arctic expedition to Point Barrow, AK. Also, was aboard USS *Healy* (DD-672) for five days as a passenger, when transferred from Treasure Isle to Pearl Harbor in 1943.

Medals received for service were: American Theatre Campaign, Asiatic-Pacific, WWII Victory, Good Conduct, and Korean Service Medal.

Discharge was Nov. 20, 1951, a PhM 2.

Following Navy service, he worked at hospitals, department stores, and hotels in Washington, Florida, and Oregon. Always a single man, Joe is now retired, spending summers in North Dakota and winters in Arizona.

CHARLES G. SCHERMOCK, BM 2/c, USS *South Dakota* (BB-57), born Millvale (Pittsburgh), PA. Enlisted in Navy 1942. Discharged Jan. 7, 1946. Served entire time on USS *South Dakota* (BB-57).

Was part of boat crew to take Adm. Nimitz from *South Dakota* to USS *Missouri* for Japanese surrender ceremonies. Was B.M. of Quarterdeck the day Adm. Halsey retired from active duty.

Current residence in Jacksonville, FL. Work for heavy marine construction company.

CHARLES SCHETTLER, S 1/c, USS *Pennsylvania*, born Nov. 29, 1924. Enlisted in Navy in 1943. Discharged 1946.

Remembers when ship was hit by aerial torpedo on the night of Aug. 12, 1945.

Married Feb. 17, 1951. Has two children and two grandchildren. Retired Oct. 1, 1980 as Chief Lineman from New Jersey Utility Company.

RICHARD A. SCHLINK, Warrant Pharmacist, USS *Oklahoma* (BB-37), born Sept. 15, 1918, Fort Wayne, IN. Navy enlistee Sept. 7, 1938. Recruit training at Great Lakes, IL and Hospital Corps School, Naval Hospital, San Diego, CA, 1938-1939; Naval Hospital, Pearl Harbor, T.H., 1939-1940; USS *Oklahoma* (BB-37), 1940-Dec. 7, 1941. Naval Recruiting Station, Boston, MA, 1942-1943; USS YMS 347, promoted to Chief Pharmacist's Mate, September 1943; USS *Ellyson* (DD-454/DMS-19), 1943-1945, promoted to Warrant Pharmacist June 1945.

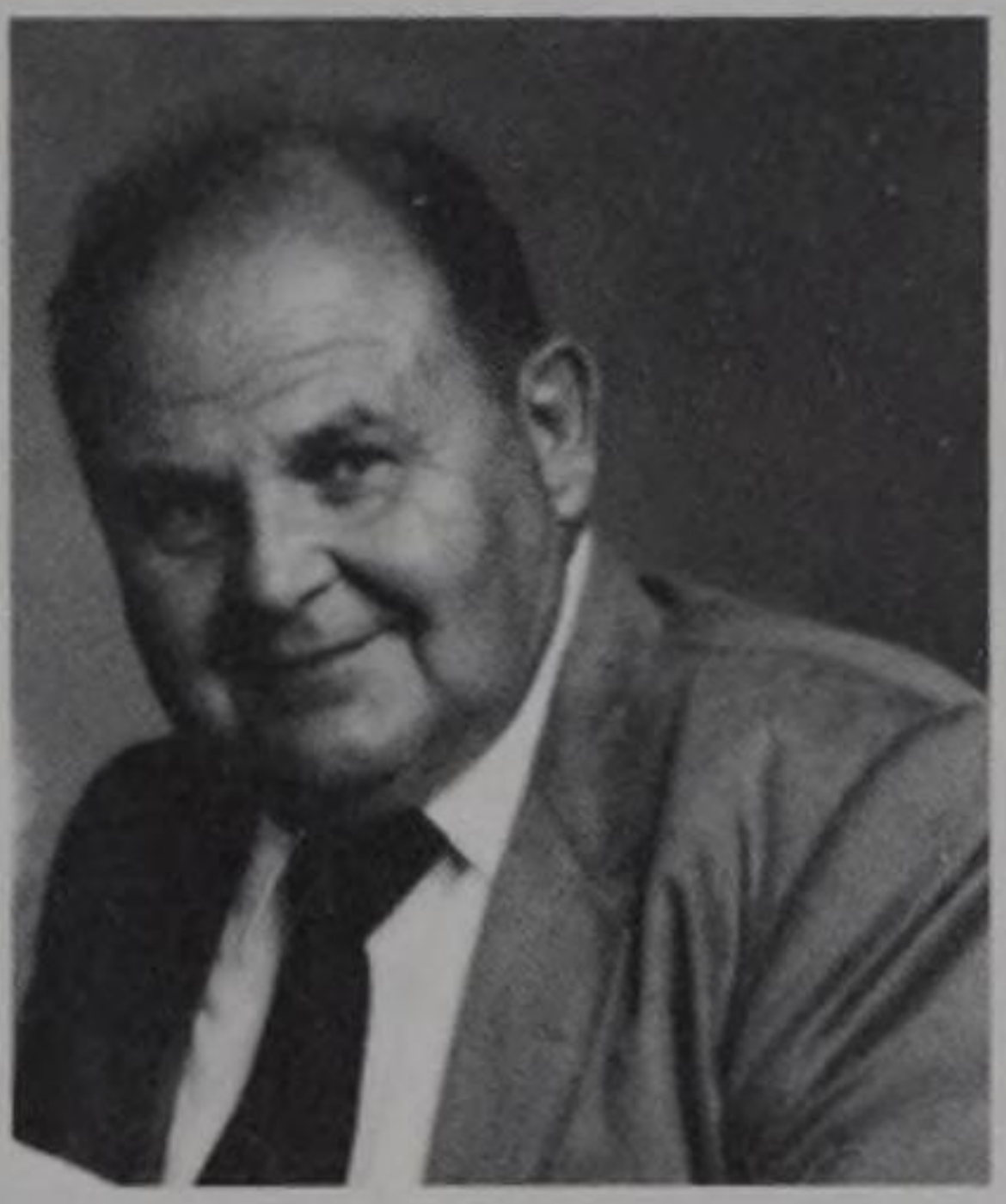
Naval Hospital, Newport, RI, 1945-1948; USS LST 1154, 1948-1950; HQ Military Air Transport Service

(MATS), Andrews Air Force Base, Washington, D.C., 1950-1954; USS *Oglethorpe* (AKA-100), 1954-1955; Supreme HQ Allied Powers Europe (SHAPE), Paris, France, 1955-1957; Naval Air Station, Moffett Field, CA, 1957-1960. Retired June 1960 as Master Chief Hospital Corpsman with 22 years continuous active service.

Lockheed Missiles and Space, Co., Missile Systems Division, Sunnyvale, CA, 1960-1982. Held supervisory positions in Manufacturing Engineering, Planning, and Manufacturing in assembling the Poseidon C3 and Trident C4 missiles for the Navy. Manager of Support Equipment Manufacturing Dept. Retired March 1982.

WILLIAM SCHOECK, Seaman 1/c, USS *Arkansas* (BB-33), born May 2, 1926 Bronx, NY. Volunteered, after 17th birthday, June 1943. In service July 5, 1943. First assignment Navy Snafau. Never attended boot camp.

Sent to Norfolk and finally sent to N.O.B. and fed for first time after 24 hours. Navy uncertain of disposition of draft. Sent first half to Naval Air Station and rest to wherever. Assigned as compartment cleaner and went on liberty second day after receiving uniforms.



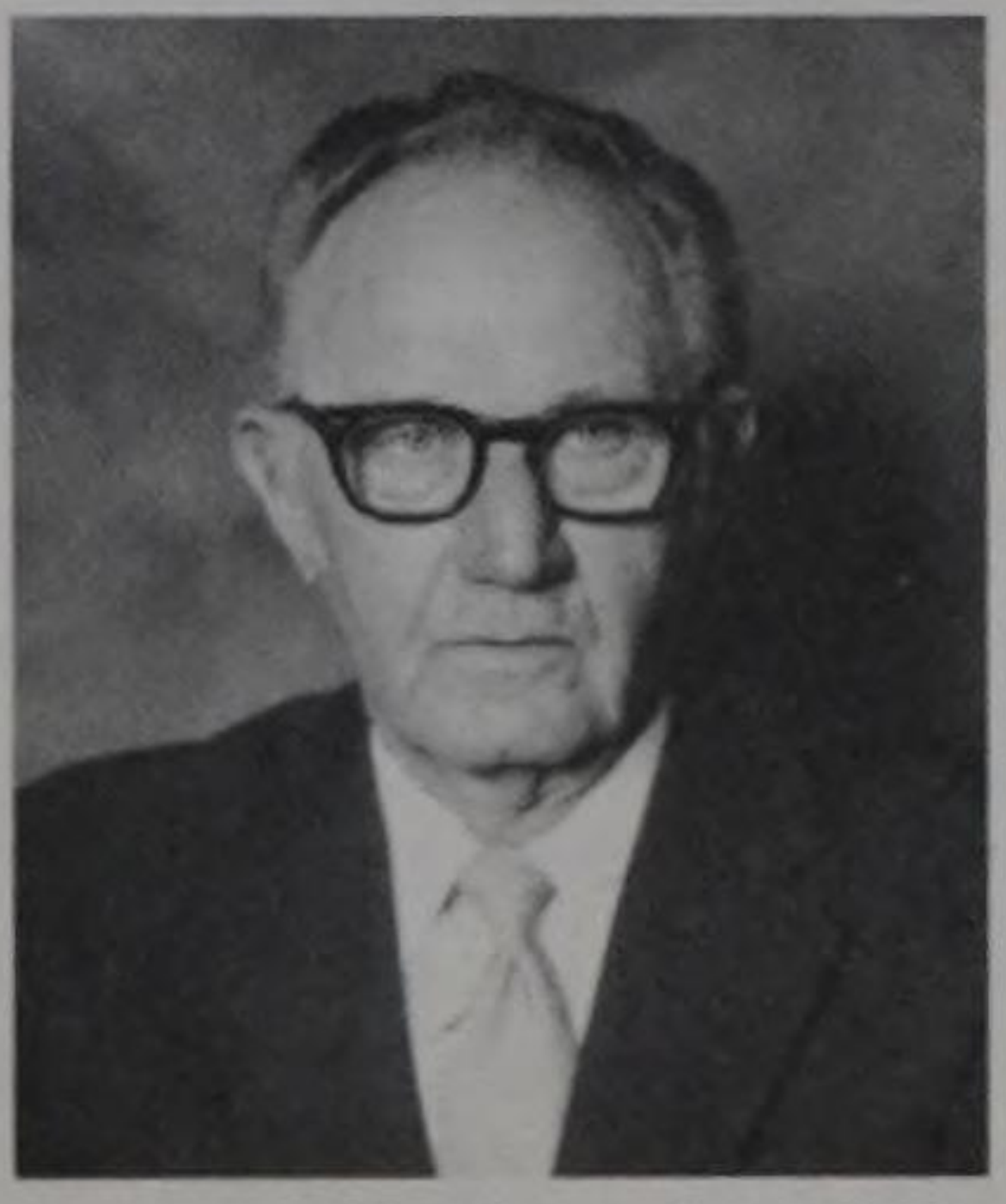
Assigned USS *Arkansas* Jan. 3, 1944. Had North Atlantic Convoy Duty. Invasion of Normandy and invasion of Southern France. Reassigned USS *Florence Nightingale* (AP-70) Nov. 9, 1944. Entered Pacific. Invasion of Okinawa and Occupation of Japan.

Terminated March 10, 1946 at Lido Beach, NY.

Became a milkman, school bus driver and finally part owner in boat trailer business. Married in December 1946. Had one son, two grandchildren and retired to sunny Florida on June 30, 1988.

JOHN J. SCHREIBER, Lt. (j.g.), USS *Idaho*, born Sept. 16, 1910 in St. Paul, MI. Enlisted in Navy Oct. 16, 1928. Boarded *Idaho* Jan. 5, 1929.

Idaho was ordered to east coast to be modernized. Took about four years to strip off paint. They lived on the USS *Denabola* in the interim.



Was aboard *Idaho* 13 years was displaced to DD-478 *Stanley* for 18 months. Sent to WDC Electric Hydraulic School and promoted to Ensign USN. Assigned to USS *Rowan* (782). Was told they were next in line for picket duty off Okinawa. War ended before they got there. The *Rowan* and several others escorted Gen. McArthur into Tokyo for final surrender.

Got tired of sea duty, requested shore duty. Was told he did not have sufficient sea duty to warrant shore duty. Begged C.O. to let him revert back to Chief. C.O. finally consented. Received orders to report to China Lake, CA as chief. The Captain received orders to send him to San Diego for shore duty as Lieutenant. He should have listened to his Captain.

Discharged in 1947.

Married to Evelyn in 1964. They have two children and seven grandchildren. Retired in 1972 from Rockwell Int. Enjoys trout fishing in High Serrias.

ROBERT W. SCHROEDER, born Aug. 25, 1917 Milwaukee, WI. Navy aboard the USS *Pennsylvania*. Service July 1, 1943-Dec. 29, 1945. Degrees: P.H.B., NROTC. Naval Science, Bachelor of Law, Juris Doctoris and Doctor of Humane Letters. Served first NROTC at Marquette University.

Participated in the following: Kwajalein, Engebi, Perry, Saipan, Tinian, Guam, Peleliu, Anguar, Leyte, Luzon and the Epic Sea Battle of Surigao Straits.

Ribbons: American Theatre, Asiatic-Pacific w/five Stars, Philippines Liberation w/two Stars, Navy Unit Commendation and Purple Heart.

Held numerous public positions including Prosecutor, Condemnation Commissioner, County Personnel Review Board, appointed to numerous presidential and governor committees, admitted to practice in all Wisconsin Courts and United States Supreme Court. Past President of Lutheran Men in America of Wisconsin, President of numerous civic and charitable organizations including recipient of Junior Chamber of Commerce "Man of the Year Award". Married, three children and three grandchildren. Semi-retired as senior partner of a medium size law firm.

ROBERT F. SCHULTE, Chief Boatswains Mate, USS *Idaho* (BB-42), born Nov. 1, 1920 in Columbus, OH. After completing high school, enlisted in the U.S. Naval Reserve 9th Bn., Columbus, OH March 1939. Enlisted in the regular Navy Jan. 3, 1940. Attended recruit training at Great Lakes, IL.

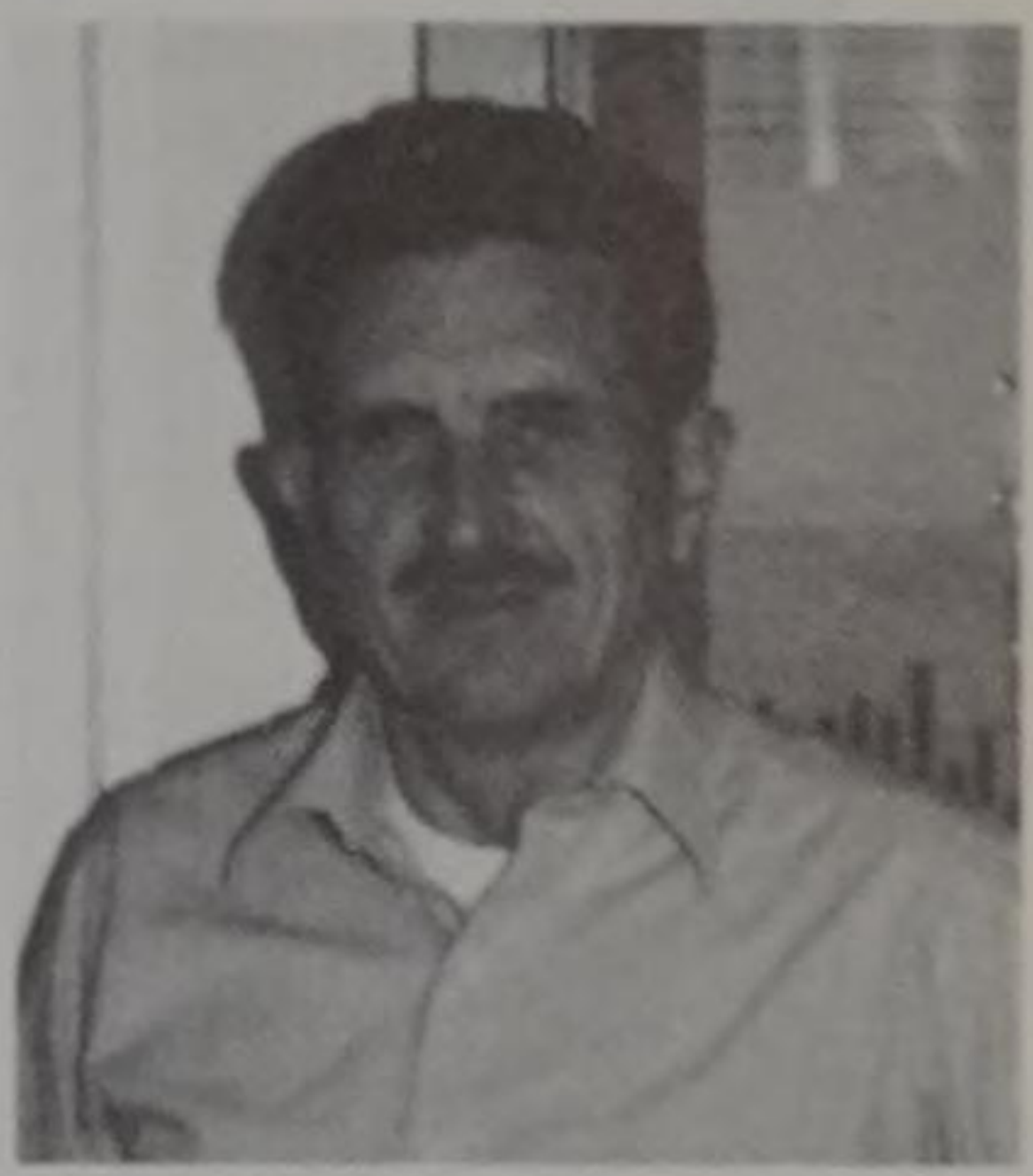
Served aboard the following ships and stations; USS *Idaho* (BB-42) 1940-1944; LCI(L) 609 1944-1946; PCE-882 1946-1947; Target Repair Base Pearl Harbor T.H., 1947-1949; U.S. Submarine Base, Pearl Harbor T.H. 1949-1951; USS *Nereus* (AS-17) 1951-1952; Pacific Service Force, Sasebo, Japan. Boat Captain YO-179, 1953-1954; Pacific Service Force San Diego, CA. Boat Captain YOG-88, 1954-1957; USS *Nereus* (AS-17), 1957-1959. Retired October 1959.

Federal civil service employment, Department of Defense, Naval Supply Center San Diego, CA. Retired in May 1977 as a material department supervisor in the automated material handling system.

Outside interests: active in hunting and fishing activities; held office of vice president and on the board of directors of the San Diego Sportsman Club, a member for 20 years. Held office of president and on the board of directors of the San Diego Fly Fishers and still a member. Presently enjoying traveling and fishing.

WILLIAM E. SCHUMANN, ARM 2/c, USS *Idaho* (BB-42), born Oct. 23, 1920 in Piqua, OH. Graduated from high school in Kent, OH 1938. Enlisted in regular Navy at Akron, OH on Sept. 2, 1941. After nine weeks of boot training at NTS Newport, RI, was assigned to the USS *Idaho*. As a passenger, boarded the USS *Kilauea* bound for Newfoundland, then transferred to the USS *Roe* for journey to Iceland. Here he mustered aboard the *Idaho* on Dec. 6, 1941.

Ship moves to Pacific Coast for force duty West Coast and Hawaii, January 1942. He joins the *Idaho*'s Aviation Unit, VO-3 in July 1942, as an Aviation radio striker, and until end of war, fly on 34 combat missions over enemy territory. The *Idaho* takes part in the following combat operations: Attu, Kiska, Makin, Kwajalein, Taroa, Wotje, Saipan-Tinian, Guam, Kavieng, Peleliu, Anguar, Iwo Jima and Okinawa. Eight engagements and 13 bombardments.



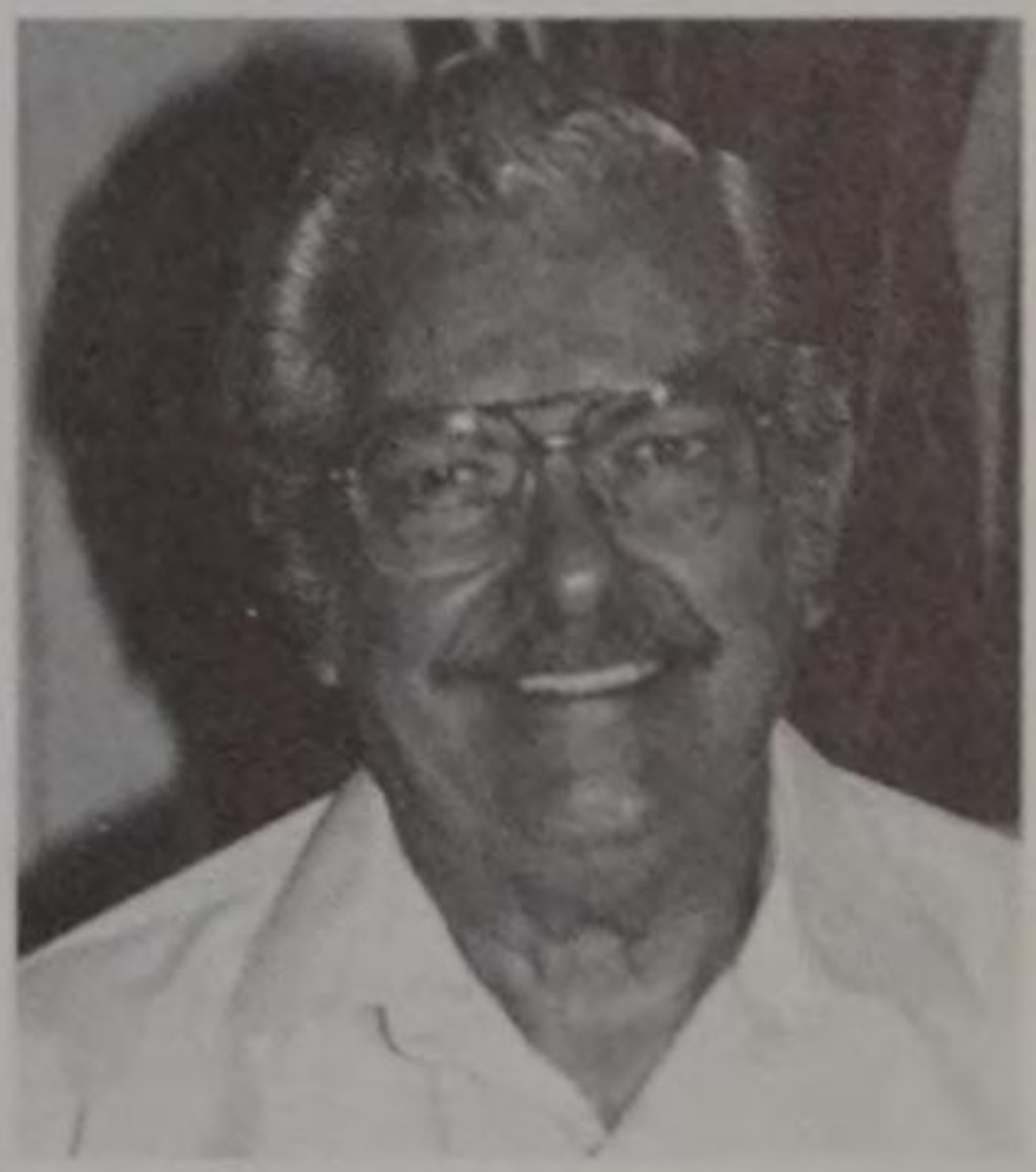
After 44 months, he leaves the *Idaho* at Leyte, Philippines on Aug. 17, 1945. Next assignments, USS *Gascondale*, Air Transport Sdn. IV, and Air Transport RON 8. Discharged from the Navy on Dec. 27, 1946, at Post Demobilization Separation Activity, Great Lakes, IL.

Medals awarded: American Defense, American Area, Asiatic Pacific w/five Stars, WWII Victory Medal, Combat Aircrewman Wings w/three Stars, Air Medal three Gold Stars in lieu of second and third Air Medal.

Married on Sept. 3, 1949, has five children and three grandchildren. Retired after 36 years as a Lithographer with American Greetings. A member of the USS *Idaho* (BB-42) Assn. He is now writing a book, from a diary he kept while serving on the USS *Idaho*.

GEORGE T. SCHUPP JR., PFC, U.S. Marine Detachment, USS *Alabama* (BB-60), born Feb. 27, 1925 in Philadelphia, PA. Enlisted in USMCR on March 17, 1942. Completed boot camp at Parris Island, SC and Sea School, Marine Barracks, Norfolk Navy Yard. Assigned to USS *Alabama* prior to commissioning on Aug. 16, 1942.

Remembers first assignment was to follow civilian welder around with a fire extinguisher while ship was in final construction stage.



Battle station was a member of a three man 20mm gun crew. After several air attacks it became evident that heat waves from the smoke stack made it difficult for machine gun control up in the "Angels Nest" (top of superstructure) to spot approaching enemy aircraft from astern of the ship. A sheet metal box was constructed in the superstructure just aft of the stack and another Marine and he manned that box which was called, "Machine Gun Control Aft." From here, directed the fire of all 20mm anti-aircraft guns on the after portion of the main deck. This became a very busy battle station, particularly during the battle of the Philippine Sea - better known as the Marianas Turkey Shoot.

Served proudly on the *Alabama* for 28 months until rotated back to U.S. in November 1944. At that time earned seven of nine Campaign Stars. Served in all three theatres of war.

He received the American Campaign Medal, European Campaign Medal, Asiatic-Pacific Campaign Medal w/seven Battle Stars, Philippines Liberation Medal and the WWII Victory Medal.

Was discharged in October 1945 and married in 1950. Bess and he have two sons and two grandchildren. His occupations included factory worker, shift superintendent, Industrial Engineer and Safety Professional for five manufacturing facilities. Retired in June 1987.

GEORGE W. SCHUTZ, USS *Nevada* (BB-36), Lt. E Div., born Aug. 30, 1914, Oakland, CA. Member USN ROTC Class of 1938, University of California, Berkeley. Received Commission as Ensign Deck and Engineering May 24, 1938.

Served on board the *Nevada*, first capital ship, in on "D" day at Normandy, Omaha Beach - anchored five miles out providing 14 inch and five inch gun fire support. Maintained General Quarters 82 hours during invasion. Last installation on *Nevada* before leaving states for invasion was anti-homing Radar Protection which diverted a 300 pound bomb dropped by a German plane to 100 yards off the bow instead of down her stack. The *Nevada*, with other Allied Sea Power, also took part in supporting ground forces in Southern France bombardment. *Nevada* received no battle damage during the invasion.

After receiving commission and leaving U.C., active duty mobilization was Nov. 25, 1940 from Naval Reserve 2nd Bn., 6th Div. Engr. Officer to Delta Queen moored at Yerba Buena Island in San Francisco Bay. Delta Queen was used as a mobilization Center and he is a Plank Owner member of her.

Then in April 1941 with Electric Minesweep Group on AMC 3 Magpie (four converted wooden purse seiners from Long Beach) and supply ship escort *Vega* made from San Diego to Balboa, Panama, Canal Zone. In May 1941 assigned Electrical Officer with USN Industrial Manager, 15th Naval District at Panama Canal Shops. After three years in Panama and a year on *Nevada* was assigned to 7th Fleet in South Pacific. Appointed acting Flag Secretary 7th Fleet. Spent over a year as acting Flag Secretary with 7th Fleet at Hollandia, then Tacloban and then Manila, P.I. and received Navy Commendation Medal in the operation. Returned to San Francisco Nov. 3, 1945 when 7th Fleet went on to China. Joined Research Reserve Unit 12-5 UC Berkeley. Retired as Commander having completed 23 years service Aug. 30, 1974.

EMORY B. SCHWARTZ JR., F 1/c, USS *Arkansas* (BB-33), born Jan. 25, 1925 in Hanovn, PA. Enlisted in Navy July 7, 1943. Boot training in Sampson, NY.

He will never forget all the ships and planes on D-Day.

Received the following awards: American Area, Philippines Liberation, European-African, Middle Eastern w/two Stars and Asiatic-Pacific w/two Stars.

Discharged Nov. 10, 1945.

Married Doris C. Basken. They have two children. He is a supervisor in the painting department at Keystone Seneca Cloth Company.

DONALD W. SCHWINN, USS *Colorado* (BB-45), Chief Warrant Officer W/4, born Nov. 8, 1918 in Easton, KS. Attended elementary school at Springdale, KS and high school at Jarbalo, KS. Enlisted in the Navy in 1938 and attended recruit training at San Diego, CA.

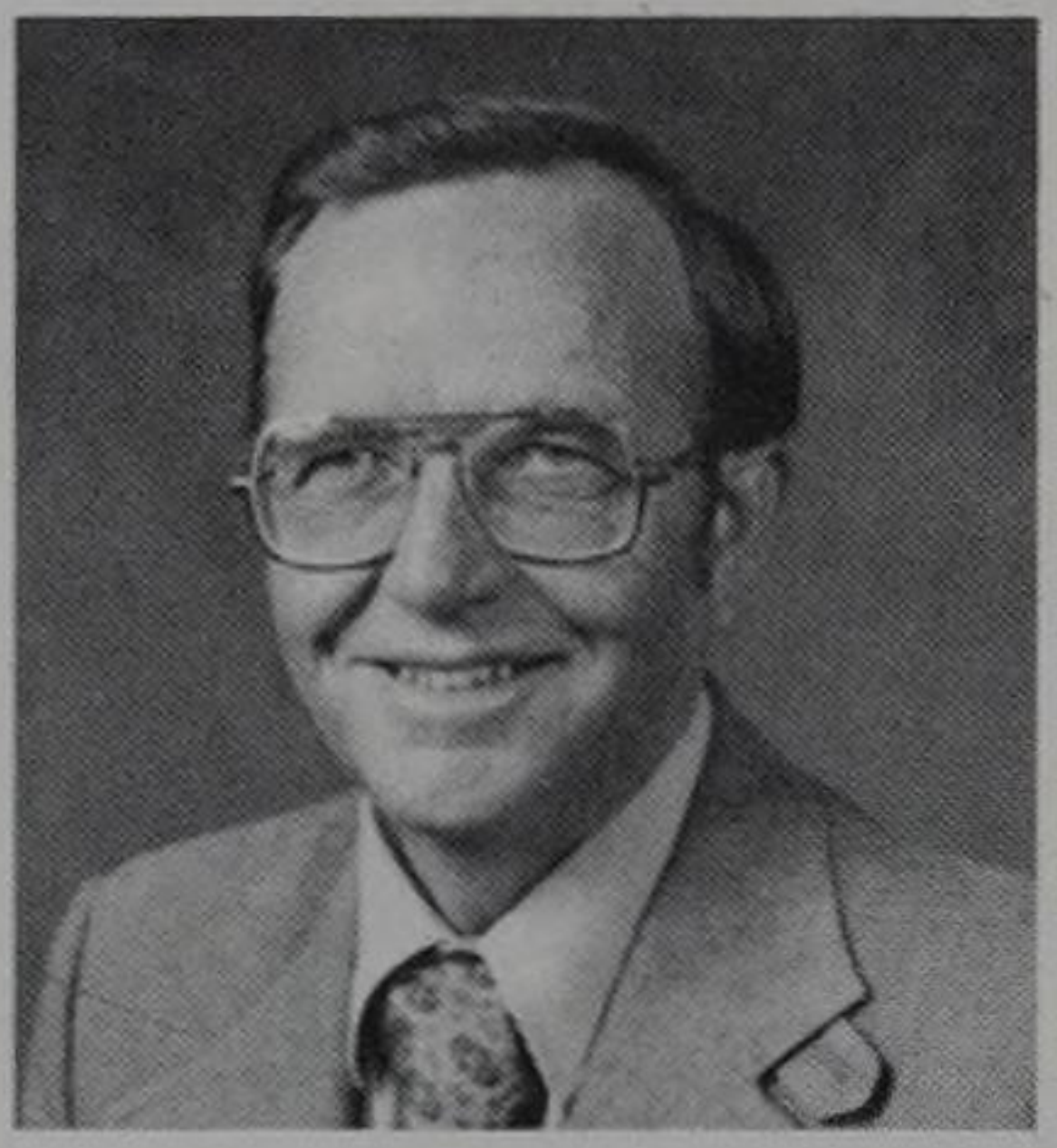
Served on the USS *Colorado* from 1938 to 1944. USS *General W.F. Hase* (AP-146) from 1944 to 1946. USS *Fort Marion* (LSD-22) in 1946 for six months.

Discharged from the Navy December, 1946. Joined the Naval Reserve (Pasadena, CA) 1947 to 1978. Rank CWO4.

Ratings while on *Colorado* were A-5 to SF 1/c. Appointed to Warrant Carpenter and transferred to *Gen. W.F. Hase*. Was appointed Division and Repair Officer. Transferred to the USS *Fort Marion* (LSD-22) as Repair, Division, Assistant D.C. and Supply Officer.

Worked for Pacific Telephone as a craftsman and engineer from 1947 to 1979 and retired. Was employed by VOLTELCON as a telephone engineer for three years.

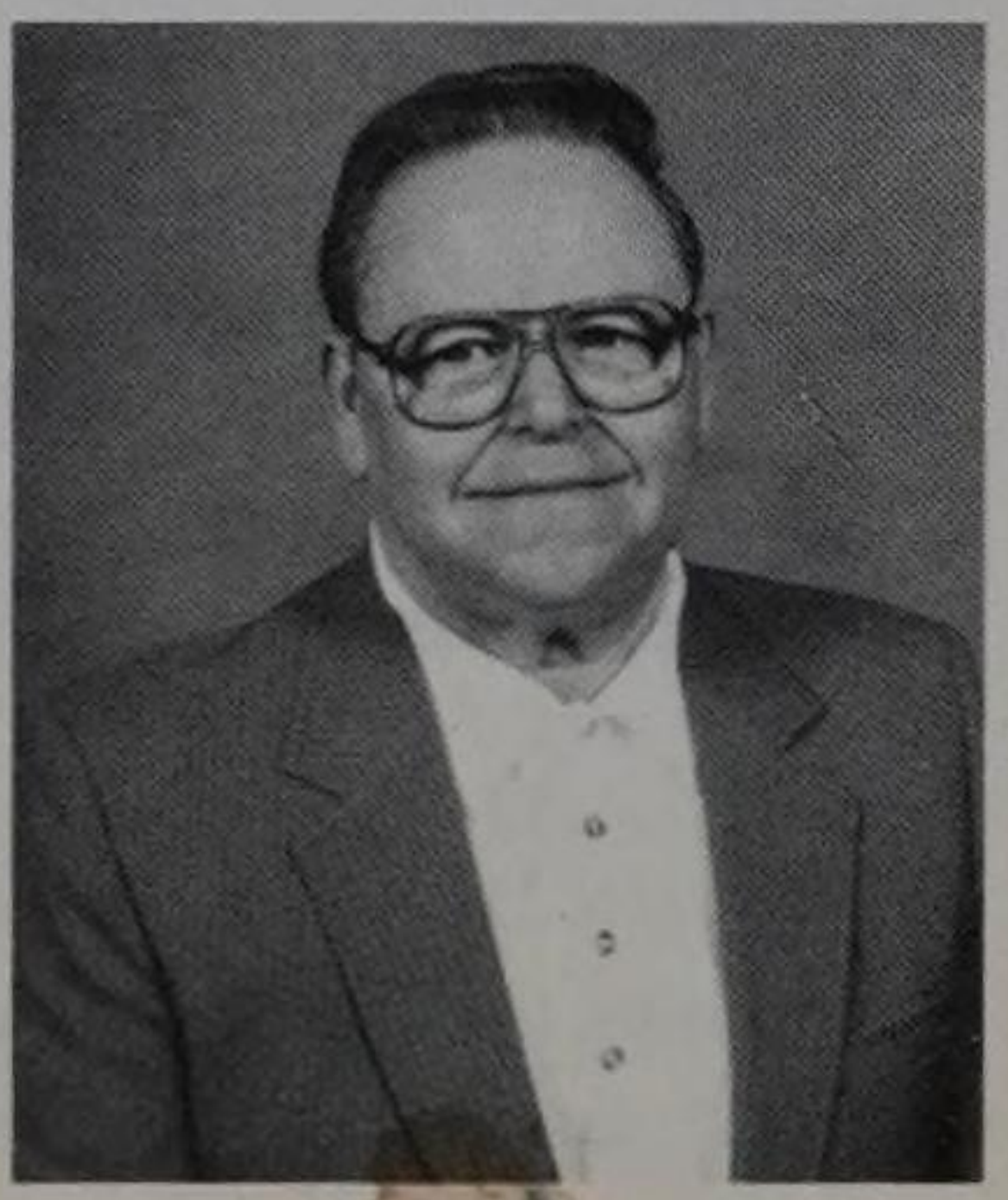
PAUL WILLARD SCOTT, SK 2/c, USS *New Jersey* (BB-62), born Sweet Home, AR. Inducted April 1944 Little Rock, AR. Participated in seven battles. Discharged April 1949 at Receiving Station U.S. Naval Base (R) Charleston, SC.



Received following awards: American Area Campaign Medal, Asiatic-Pacific Area Campaign Medal, WWII Victory Medal, Philippines Liberation Ribbon, and Good Conduct Medal.

He is married had has two sons. Worked on family dairy farm prior to induction, and one year following discharge. Employed by Aluminum Company of America for 33 years. Retired as crane operator in January 1986. Presently enjoying retirement. Interested in antiques and has two antique cars.

RICHARD L. SCOTT, FC 3/c, USS *Missouri*, born March 25, 1927 in Portland, ME. Enlisted in Navy March 14, 1945. Discharged June 10, 1946. Enlisted for Korean Conflict March 14, 1951. Discharged Dec. 11, 1952.



Served aboard the USS *Missouri*, USS *Ammen* and USS *Monnsen*.

Remembers watching all the dignitaries and the signing of the Armistice aboard the *Missouri*.

He has been married for 39 years. Has one child and two grandchildren. Retired April 1, 1987 after 25 years as a letter carrier for the U.S. Post Office.

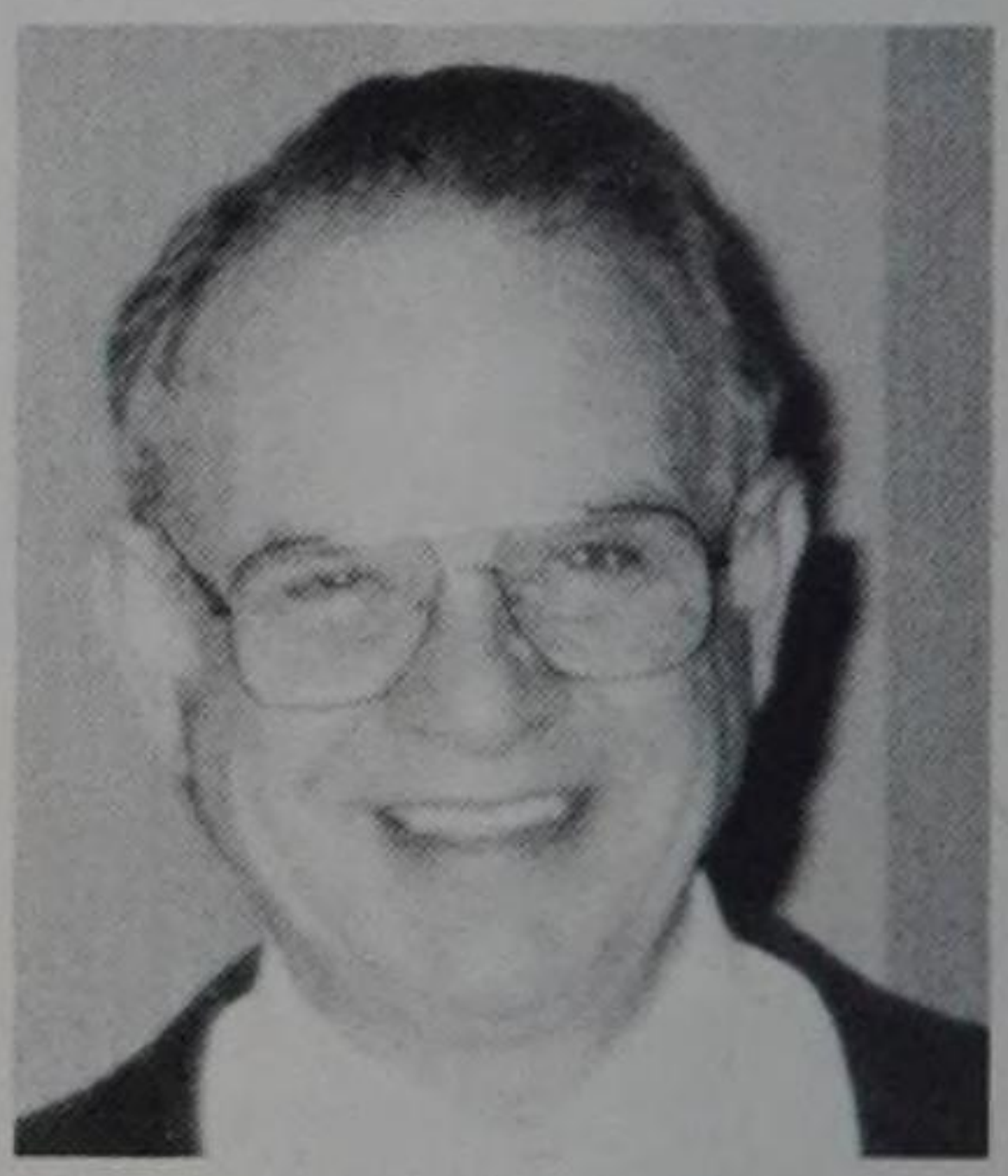
EUGENE S. SCRIBNER, Electricians Mate 1/c, USS *Alabama* (BB-60), born May 8, 1921 near St. James, MN. Joined the Navy after high school. Boot camp in San Diego, Electrical School in Los Angeles, Gyro Compass School at Treasure Island, San Francisco.

Went aboard the *Alabama* at Norfolk, VA and served aboard until the Japanese surrender. Worked with gyro compass, dial telephone, sound-powered phones, anemometers, the pit sword, and other interior communications equipment. Started as apprentice seaman and left as Electricians Mate first class.

After the Navy, Scribner earned the BA degree from St. Johns University, Collegeville, MN and the MA degree from the University of Minnesota. He taught in high school at Bemidji, MN and Elk River, MN. He also taught in the graduate school at Bemidji State University. Scribner is married and has two sons and four grandchildren, all living in Texas. Eugene and Blanche reside in Elk River, MN.

RAYMOND SEGEL, SK 2/c, USS *New York* (BB-34), born on Sept. 26, 1920 in Mechanicville, NY. Attended grade school in Mechanicville and then moved to Albany, NY when he was 12 years old. After finishing from Philip Schuyler Senior High School in Albany, started own business "Capitol Bag and Burlap Co.". Cleaned and repaired burlap and cotton flour bags and then re-sold them to be reused again.

Enlisted in the U.S. Navy in September 1942 and closed business. Did basic training at the Great Lakes Naval Station. After four weeks, reported to Norfolk, VA, where he was ordered to the Battleship USS *New York*. Was on the *New York* for the entire duration of enlistment (three years, one month, ten days).



Saw action in the invasion of North Africa. Also did sea-duty, taking the Mid-Shipmen on training cruises from the United States to South America (Trinidad). Then the USS *New York* was transferred to the Pacific, where he saw action at Iwo Jima and Okinawa. When the war was over, was given an Honorable Discharge and returned to civilian life.

Was married on Dec. 2, 1945 and just celebrated with his wife Evelyn, their 44th Wedding Anniversary. Opened his Burlap Bag business again and after operating it for 15 years, found that the burlap and cotton bags became a thing of the past, since most bags were being made of plastic. Switched business to non-ferrous scrap metals; changing name to "Capitol Scrap Metal Co.", and moving to the Port of Albany, where he is today.

His younger son is now associated in the business, making it possible for him to take an early retirement. However, he is still active on a part-time basis. He has two sons, both are married. He has three granddaughters and one grandson and they all live in Albany, making it very nice for his wife and he to have their whole family near them.

Was looking forward to 1990, when the USS *New York* had their reunion in Kissamee, FL.

JOHN SERRA, BOS 2/c, USS *North Carolina* (BB-55), born Nov. 10, 1924 in Des Plaines, IL. Enlisted in Navy Nov. 17, 1941. Recruit training at Great Lakes, IL.

Training cut short because war started. Had no boot leave.

On arrival at Key West, FL, pulled along side of this big ship and got aboard. It was dark, no lights on the ship because of blackout. At day break, they still had not slept, they were on deck. Could not believe his eyes, the size of the ship they were on. It was the USS *North Carolina*. It was a beautiful sight.

Was assigned to 3rd Div. In the next five months their training was doubly intensified.

On July 6, received orders to proceed immediately to Pearl Harbor. He will never forget what they saw pulling into Pearl Harbor, all the ships that were sunk. He knew then they had a big job on their hands.

After five days at Pearl, sailed for Tongalabre in the Tonga group. Scuttle butt ran high, but few had ever heard of Guadalcanal.

He will never forget Aug. 7, 1942, when they went into Guadalcanal.

On the 24th day, encountered first air attack. Seven Jap planes were downed. Lost one man. Had first burial at sea.

On September 15, the *North Carolina* was hit by a torpedo. Limped to Pearl Harbor for repairs. The men they lost were buried in the Figi Islands. John got hurt so they put him in the hospital.

Received orders to USS *Indianapolis* (35).

Retired after 32 years as a barber at Great Lakes Naval Training Center. Loved it because he loved the Navy and wanted to be a part of it. Now manages Dick Contino. They do shows all over U.S.A. Italian Festa - so look for them. His wife is secretary to fan club. They have four children and six grandchildren.

ROBERT J. SHACKLETON, Lt. SC, USS *Wisconsin* (BB-64), USNR, born Aug. 21, 1936 in Louisville, KY. Commissioned Ensign, SC, USN following graduation from University of Louisville in 1958 under NROTC program.

Served aboard the following ships and stations: USS *Albany* (CA-123) - midshipman cruise to Norway and Sweden 1955; USS *Wisconsin* (BB-64) - midshipman cruise to Chile in 1957 - served as midshipman executive officer; USS *Eversole* (DD-789) from 1959-1960 as supply officer; U.S. Naval Air Station from 1960-1961 Los Alamitos as commissary and disbursing officers.

Employed by Peat Marwick Main & Co., international firm of Certified Public Accountants in Los Angeles following military service in 1961 and admitted to the partnership in 1969. Transferred to the Orange Co., CA office as partner in charge of Professional Practice in 1988.

Attended recommissioning of USS *Wisconsin* in Pascagoula, MS in October 1988. Member of the Battleship *Wisconsin* Assn. and American Battleship Assn.

CHARLES WILLIAM SHAFFER, USS *Arkansas* (BB-33), born March 8, 1925 in Shenandoah, VA. Drafted in the USN June 1943 and reported July 7, 1943 - NTS Sampson, NY. Served aboard the USS *Arkansas* at Norfolk, VA NOB.

Received the American Campaign, Victory WWII, Asiatic-Pacific Campaign, European-African-Mid East and Navy Occupation Service Medals. Was discharged Nov. 14, 1945.

Shaffer is married and has two children and one grandchild. He has worked 32 years for Norfolk-Southern Railway Co. and retired Dec. 5, 1986.

HAROLD F. SHAW, Water Tender 3/c, USS *Pennsylvania* (BB-38), born Sept. 6, 1923 in Van West, OH. Enlisted in Navy Sept. 29, 1943. Attended Great Lakes Training Station. Discharged April 19, 1946.

Also served aboard USS *San Juan* (CL-54).

Received the American Area Ribbon, Victory Ribbon, Asiatic-Pacific Ribbon w/five Stars, Philippines Liberation Ribbon w/two Stars and Navy Unit Commendation.

Married Virginia Allen July 10, 1948. They have two children and five grandchildren. Retired September 1984 from Continental Can Company.

HENRY G. SHEARER, (Hank), SAO 2/c, USS *Wisconsin* (BB-64), born Longmont, CO April 6, 1915. Joined Navy Jan. 21, 1943. Boot camp No. 50 - Farragut, ID. Attended Group III schools at Naval base, San Diego, class of 300 to be machinist. Graduated top man in class. Attended optical school at Mare Island, both primary and advanced classes. Again top man in class.

Received ship USS *Wisconsin* (BB-64), June 1944. After shakedown cruise entered combat in late 1944 partaking in five major battles. Discharged at Shoemaker, CA Oct. 19, 1945. Rate SAO 2/c (rate may be changed now), attached to F.M. Div. Charged with care of all optical gear.

Proud that he served in the Navy. After war went into sales and sales management. Retired and is enjoying life to the fullest.

EDWARD J. SHEEHAN, Pharmacist Mate 3/c, USS *Idaho* (BB-42), inducted into Navy July 3, 1943. Recruit training - Sampson, NY. Hospital Corps School - Bainbridge, MD. U.S. Naval Hospital, St. Albans, NY (Master-At-Arms Duty). Assigned to Snag 56 - Unit set-up to establish Naval hospital at Netley, England for Normandy invasion for which the Navy Unit Commendation was awarded. Served on USS *Idaho* from 1944 to 1946 - took part in combat operations at Iwo Jima and Okinawa as well as peace signing in Japan. Discharged March 20, 1946.

Received Bachelor of Science Degree from Mount Saint Mary's College, Emmitsburg, MD, in 1950 and Master of Science Degree from St. Johns University, New York in 1972. Has been teaching chemistry at New Hyde Park Memorial High School, New Hyde Park, NY for the past 21 years.

Married in 1950 to Dorothy McCaffrey and currently resides in Bellmore, NY. Hobby - Irish Terrier Dogs.

OSCAR H. SHELLUM, USS *Arkansas*, born March 26, 1920, Clearwater Co., MN. Enlisted in the service May 20, 1942.

Served on the following vessels and stations. USNTS Great Lakes, IL (boot camp), USS *Leonard Wood* (amphibious forces training), USS *Thomas Stone* (further training), USS *Leedstown* in New York City, then to Ireland, then to North African Invasion. Troops ashore night of Nov. 7, 1942. Ship was torpedoed and sunk east of Algiers, North Africa Nov. 9, 1942. USS *Samuel Chase* to Grenock, Scotland. *Queen Elizabeth*, Pride of the English Fleet took us to Halifax, Nova Scotia. By train to Boston, MA, Fargo Building. Home for 30 days survivors leave. USS *Arkansas* (January 1943-December 1945).

Received the following awards: European-African w/three Bronze Stars, American Theatre Ribbon, Asiatic-Pacific w/two Bronze Stars, Philippines Liberation Ribbon, Good Conduct Medal, and Victory Ribbon.

Discharged at Great Lakes, IL Dec. 23, 1945.

Oscar and his wife, Harriet live on a farm near Clearbrook, MN. They have two children and four grandchildren.

Oscar spent five years on the Great Lakes ore boats. In 1982 he retired after 22 years with Minnesota Pipeline.

GEORGE F. SHIRLEY, GM 3/c, USS *Alabama* (BB-60), born Dec. 30, 1924 in White Co., TN. Enlisted in Navy July 28, 1942. Discharged Nov. 27, 1947.

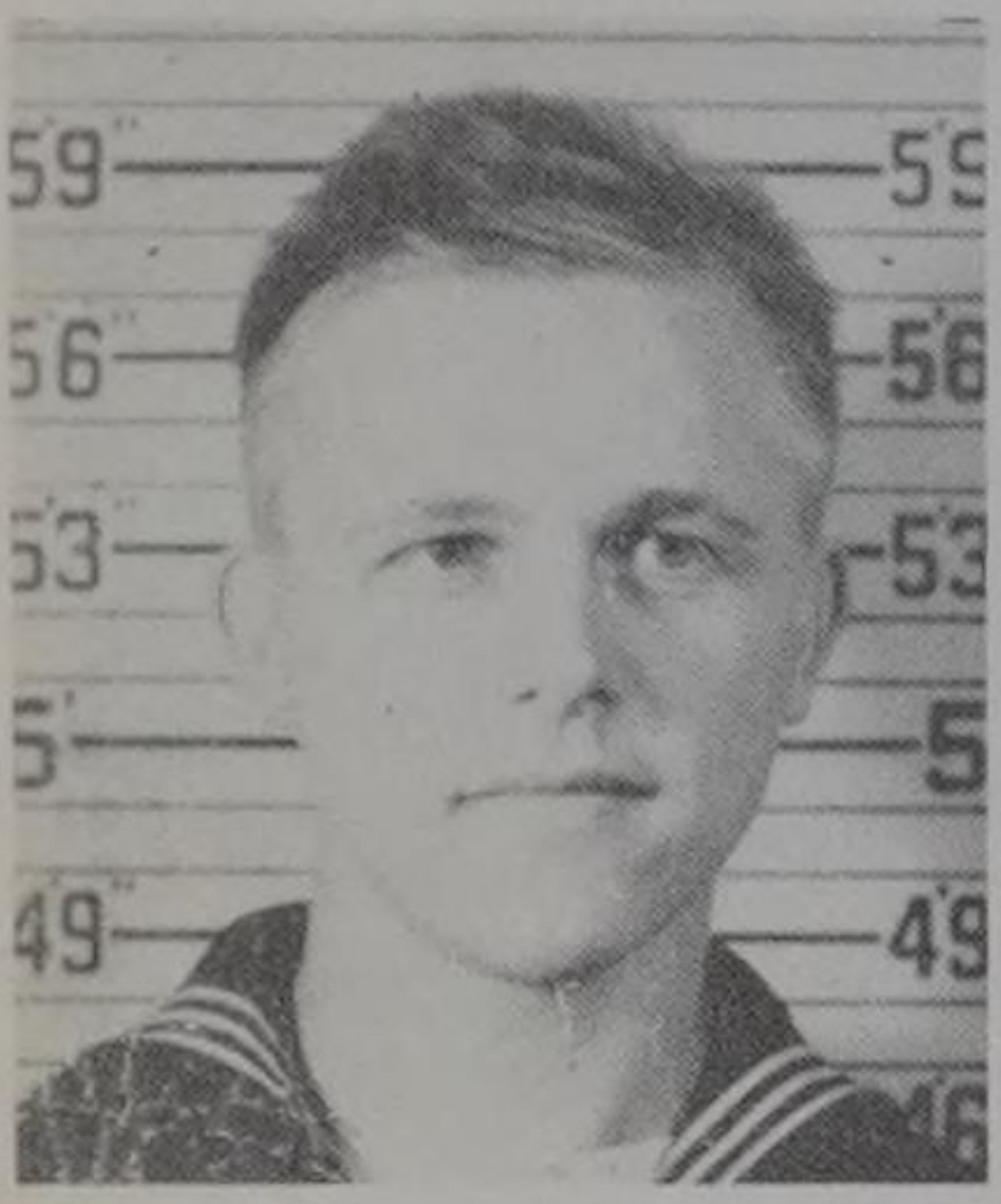
Remembers battles from Gilbert Islands to the end of the war.

Received following awards: African-European, Philippines Liberation w/two Stars, Good Conduct, WWII Victory Medal, and Asiatic-Pacific w/ten Stars.

Also served aboard USS *Valley Forge* (CV-45).

Married Naomi M. Morris April 17, 1948. They have eight children and 17 grandchildren. Retired on disability June 3, 1968 as a power mill operator from National Cash Register.

THADDEUS J. SIKORA, BM 2/c, USS *Idaho* (BB-42), born July 3, 1924 Chicago, IL. Enlisted U.S. Navy September 1942. Took boot training at Great Lakes, N.T.S. After boots sent to Bremerton, WA and assigned to the USS *Idaho*, 3rd Div. later R Div. and the sail locker.



Took part in combat operation of Attu, Kiska, Makin, Kwajalein, Eniwetok, Guam, Saipan, Tinian, Iwo Jima, Okinawa and at Leyte. The USS *Idaho* was the first battlewagon to enter a floating drydock after being hit by a Jap plane at Okinawa. They were in Tokyo Bay for the surrender of Japan.

Discharged Dec. 15, 1945 at Great Lakes NTS.

Married and living in Justice, IL. Has two daughters, two grandsons, one granddaughter and two great-granddaughters. The Navy was a great experience for him.

ELIAS JOHN SIMADIRIS, FC 3/c, USS *New Jersey* (BB-62), born Dec. 25, 1921, Port Said, Egypt. Graduated George Washington High School New York City. Went to work for Ford Instrument Co. L.I.C., New York as an instrument assembler on fire control instruments.

Enlisted Sept. 24, 1942, went to boot camp and fire control school in Newport, RI. Sent to Naval base, Norfolk, VA for assignment. Sent to Philadelphia where he put the USS *New Jersey* into commission May 23, 1943.

After shakedown cruise, BB-62 was ordered to find and destroy the battleship *Bismarck*. Orders were changed, the *Jersey* was sent to the Pacific to Fuma Futi, Ellice Islands for first engagement with Japan.

The *Jersey* was flagship of task force 58.2 and 58.3 with Adms. Halsey and Spruance aboard. While aboard the *Jersey* in 1944, the ship garnered 11 Battle Stars including Philippines Liberation.

During a bombardment practice at Ulithi in the Marshall Islands, a Japanese shore battery suddenly came to life. It straddled the *Jersey* twice, shifted targets to the *Iowa*, hit her turret 2 with the first salvo. When visiting the *Iowa* in New York City in 1988, he saw the dent that shell made on the port side of Turret 2.

Left the *Jersey* November 1944. Attended advance fire control school in San Diego. Ordered to Boston where he put heavy cruiser USS *Helena* (CA-15) into commission. Discharged and separated at Lido Beach, NY in January 1946.

Worked in the maritime industry aboard the SS United States, America, and Independence. Presently active working as head of banquet department at the Westbury Hotel in New York City. Married with two nice children, Jeffrey and Marcella.

He belongs to the Battleship *New Jersey* Historical Society. He is looking forward to when the *New Jersey* returns to the East Coast and becomes a historical landmark for the state of New Jersey.

STANLEY J. SIMENC, USS *Wisconsin* (BB-64), Ships Service 3rd Class Petty Officer, born Oct. 23, 1934 in Oglesby, IL. Enlisted in the Navy March 2, 1953. Was sent to Great Lakes, IL for boot training for 11 weeks. From there, was sent to Norfolk, VA.

While stationed on the USS *Wisconsin*, took part in Korea, Japan, Hawaii and Panama Canal. Received a Korean Medal, National Defense and Good Conduct and a few others.

USS WISCONSIN
STOSH

Was discharged from the Navy March 1, 1957. Went to the Peoria Barber College. He has been a Barber for 32 years. Owns his own business and building. Has a few customers that served on the USS *Wisconsin*.

Went to the re-commissioning and reunion of the USS *Wisconsin* (BB-64) in October 1988. It was an emotional experience for him to see the Battleship and some of his closes Navy buddies after all these years.

HARVEY EARL SIMMONS, QM 1/c, USS *Indiana* (BB-58), born in 1914 in Illapolis, IL. Enlisted in Navy Sept. 5, 1931.

He was serving on the USS *Drayton* (#366) as QM 3/c. They were Plane Guard for Enterprize Task Force #8. Running short on fuel, were ordered to Pearl on Sunday Dec. 7, 1941. Was just going on watch at 0745 when all hell broke loose. Sat down and cried for 15 minutes, then got busy belting ammunition for what was to come.

In February 1942, was assigned to the original crew of the *Indiana* (BB-58) at Newport, VA 1942-43. Promoted to QM 2/c then QM 1/c, returned to Pacific Ocean. Was on the Marcus Island Raid.

He is entitled to Asia Pacific American Defense, with fleet clasp, American Theater Good Conduct Medals, also two Campaign Stars.

Enjoyed stay on the *Indiana* and has attended a couple of their reunions.

Upon medical discharge in December 1944, went to work for the city of Inglewood, CA. Stayed on the job for 20-1/2 years in the Police and Finance Departments. He is now living in Ojai, CA 100% SC compensation. Worked for Ventura County Sheriff Security Patrol for seven years. Enjoys hearing from old shipmates.

OSWALD D. SIMMONS, Chief Boatswain Mate, USS *Idaho* (BB-42), born May 22, 1924 in Barbados, B.W.I. Attended elementary schools in New York and Barbados, and high school in Pennsylvania. Enlisted in the Navy in 1941 and attended boot training in Newport, RI.

Served aboard the following ships and stations: USS *Idaho* 1941-1944; NAS PASCO, Washington, 1945-1946; NAS Seattle, WA, 1946-1947; Fire-fighting School, Treasure Island, CA, 1947 (six weeks); USNOB Subic Bay, PI, 1947-1949; USNS Sangley Point, PI, 1949-1951; USS *Chauncey* (DD-667), 1951-1954, during which time he spent 30 days in Wonsan Harbor, Korea on call fire missions and made a trip around the world after tour in Korea; USNS Trinidad, BWI, 1954-1956; USS *Hazelwood* (DD-531), 1956; USS *Smally* (DD-565), 1956; USNAD Earl, New Jersey, 1956-1958; USS *Arcadia* (AD-23), 1958; USS *Hartley* (DE-1029) 1958-1961.

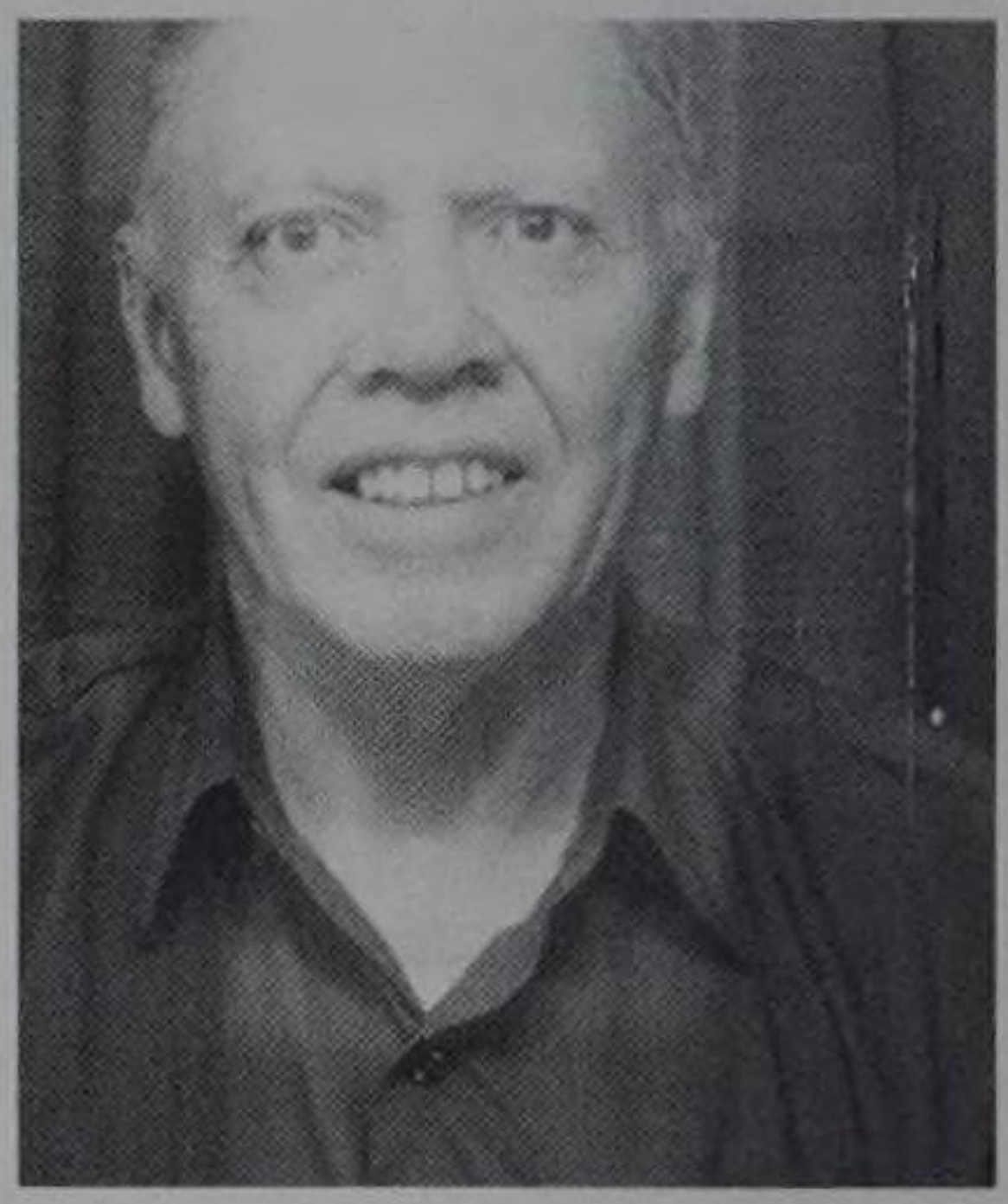
Retired from the Navy in 1961 as a Chief Boatswain Mate. Went to work for Exxon as a tug boat captain in New York Harbor. Retired for second time in December 1984.

Received eight awards: American Area, American Defense, Asiatic-Pacific (six Stars), WWII Victory Medal, Good Conduct Medal (five Stars), United Nations Service Medal, Korean Service Medal (one Star), Korean Presidential Unit Citation.

He is married with three children and two grandchildren.

WILLIAM C. SIMON, S 1/c, USS *Alabama* (BB-60), born May 12, 1923 Monticello, IA. Attended 12 grades of school in Grand Mound, IA. Enlisted in the Navy Feb. 21, 1944. Upon completion of boot camp at Farragut, ID, went to Pearl Harbor. Then aboard the *Alabama*. Stayed aboard the *Alabama* for duration of the war.

The *Alabama* participated in all major campaigns in the Pacific to the occupation of Japan.



Received the Victory Medal, Philippines Liberation Ribbon (two Bronze Stars) and Asiatic Pacific Area Campaign (five Stars).

Remembers being soaked, while sleeping in his bunk, when the water from one of the waves came down the ventilating ducts during one of the bad typhoons. When the war came to an end, the ship and crew were being discharged according to the point system, he left the ship in Long Beach, CA. Was discharged at Great Lakes Naval Station April 2, 1946.

Went back to work on the farm in Iowa. In May 1949 went to Coyne Electrical Trade School in Chicago. After completing the trade school went to work in a factory as an electrical maintenance man. In 1951 went to work for an electric motor repair shop, worked there until 1984 with 33 years of service.

Got married February 1951, became a proud father of a son. Now have one grandson.

Retired in 1985. Enjoys traveling with his wife and looking forward to attending the USS *Alabama* reunions in April at Mobile, AL.

SAMUEL F. SIMPSON, CWO, USS *Tennessee* (BB-43), born June 26, 1915 at Richmond, VA. Joined U.S. Navy at Richmond and went through boot camp at Norfolk, VA Jan. 19, 1936. Graduated from boot camp April 1936. Transferred to USS *Tennessee* (BB-43).

Advanced to Seaman 1/c Nov. 11, 1936. Served on the following ships: USS *Vega*, USS *Holland* (A.R.S.), USS *Perch* (SS-P-5). The *Perch* escorted the 4th Marines out of Shanghai one week before the outbreak of WWII. The *Perch* was scuttled in the Java Sea on March 3, 1942. Jap POW March 3, 1942-Sept. 19, 1945. Picked up from the Java Sea by a Jap destroyer, off loaded and transferred to a Dutch ship that had been captured by the Japs. Retained by the Jap Army at Makassar until the end of the war - Sept. 19, 1945.

Returned to U.S.A. and hospitalized at Quantico, VA. Advanced to Torpedo Man's Mate Chief. Promoted to Torpedoman on March 27, 1947. Advanced to CWO. Next served on the following Navy vessels: USS *Sorda* (SS-488), USS *Toro* (SS-429), USS *Tidewater* (AD-31), USS *Shenandoah* (AD-26), and the USS *Everglades* (AD-24). He retired from service after 29 years, six months, and 12 days. Nineteen years of sea and foreign service.

Ribbons: Purple Heart, American Defense Ribbon, Asiatic-Pacific Ribbon with Star, Philippines Defense Ribbon w/Star, WWII Victory Ribbon, American Area Ribbon w/Star, Submarine Qualification Pin, Submarine Combat Pin w/Star, Prisoner of War Medal.

Married Dorothy Louise Truslow, Sept. 10, 1948. They have four children, two boys and two girls. Advice to the American youth — join the Navy and see the world. You work only a half day, but, remember, there are 24 hours in a day.

LORETO L. SINATRA, Machinist Mate 3/c, USS *Maryland* (BB-46), born Oct. 24, 1925 in Brooklyn, NY.

Inducted into the U.S. Navy Feb. 23, 1944 and sent to USNTS, Sampson, NY for boot training. After boot training was sent to engineering school, N.T.C. at Gulfport, MS. On July 16, 1944 was transferred to R.S. Pearl Harbor, T.H. and received at U.S.N. Hospital Pearl Harbor, T.H. for an emergency appendectomy operation.

On Aug. 3, 1944 assigned to duty on the USS *Maryland*, where he remained for the duration of the war. Took part in the following combat operations: Peleliu, Leyte, Battle of Surigao Strait, and Okinawa.

Was awarded the Purple Heart for wounds received when a kamikaze plunged into the ship on Nov. 29, 1944 at Leyte Gulf. Was only one of a few men who survived the explosion.

Left the *Maryland* May 15, 1946 and was discharged from Bainbridge, MD.

Worked for the New York City Transit Authority as a mechanic. Was called back into the Navy in 1951 during the Korean War and served as a Machinist Mate 3/c aboard the USS *Remey* (DD-688) and the USS *Janes E. Kyes* (DD-787).

January 1958, was sworn in as a Nassau County Police Officer in the state of New York and served for 22 years until his retirement. Attended Nassau Community College and graduated with an Associates Degree in Criminal Justice.

He is now working as a Protection Officer for a large banking concern in New York.

He is a member of the USS *Maryland* (BB-46) Veterans Assn. and looks forward to attending as many reunions as possible, that are held throughout the country each year.

DONALD E. SINDEL, USS *North Carolina*, enlisted in Navy Feb. 21, 1941 at age of 17. Boot camp at Great Lakes, IL.

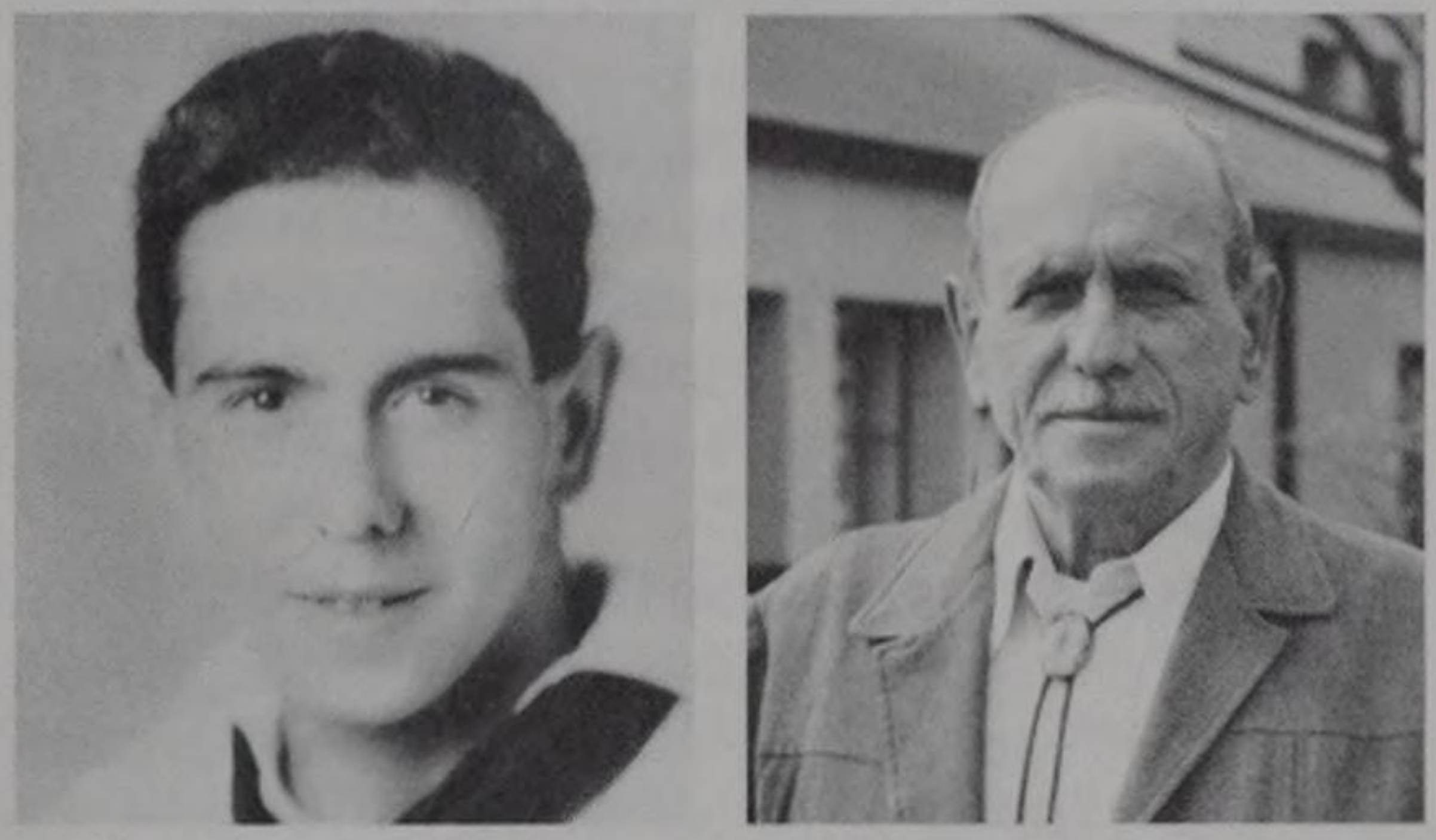
Boarded *North Carolina* in late 1942. Was a member of the A.A. gun crew until late June 1944. Transferred in July 1944 to USS *Maryland* as a member of the crew on the A.A. batteries until the end of war.

Discharged Oct. 8, 1945.

He retired after 32 years as a school teacher.

MARIO THOMAS SIVILLI, born Dec. 2, 1922, Brooklyn, NY. Enlisted U.S. Navy Dec. 17, 1940. Trained at NTS, Newport, RI, receiving ship U.S. Frigate Constellation, Newport. Assigned USS *North Carolina* (BB-55) Pre-commission Detail April, 1941, in 2nd Div., CR Div., rated.

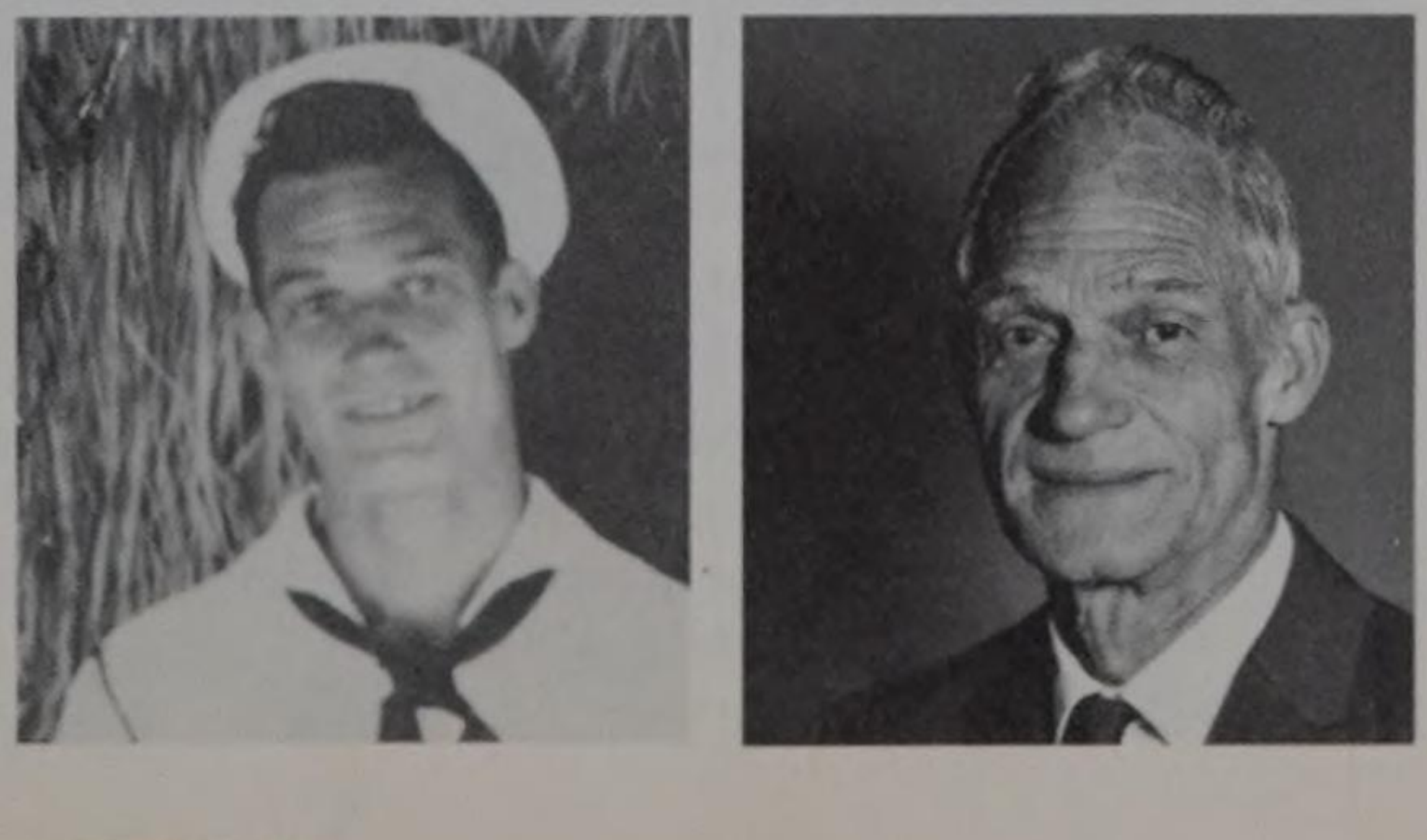
North Atlantic duty on news Von Tirpitz gained high seas. Passaged Panama Canal with Wasp, Quincy, San Jaun. Assigned USS *Enterprise* for landings at Guadalcanal. Engaged in carrier battle of Eastern Solomons August 23-25. Enemy disengaged and lost 80 planes, one carrier sunk, one damaged plus others. BB-55 torpedoed Sept. 15, 1942 Indispensable Straits with *Wasp* and *O'Brien* - lost both. Most unusual duty - BB-55 asked by COMSOPAC to run night bombardment of Munda, New Georgia with three destroyers through uncharted, narrow, stormy, Blanche Channel. (Valuables and ship's records stored in COMSOPAC warehouse, NOUMEA). *North Carolina* group off Rendova relieved by cruiser group, B minus 1 - day after Kula Gulf battle. *North Carolina* was in every major operation, 51 engagements, awarded 15 Battle Stars.



Served in Flag, Comforarea, Radm. Hoover in USS *Curtiss* (AV-4). Later, made landing at Peleliu, Palau Island, hospital Newport, Navradio Charleston.

On discharge, engaged in research instruments, married former WAC Florence Muller 1948, five children, Tucson, AZ, General Foreman, Twin-Plant, Sonora, Mexico, resumed own business, member FRA, Navy League, Life/D.A.V., Chairman, USS *Arizona* Memorial Service, Tucson, president, USS *North Carolina* Battleship Assn. Awarded Letter of Commendation.

EDWARD P. SIX, Seaman 1/c, USS *New Jersey* (BB-62), born July 1, 1917 in Chariton, IA. Enlisted in Navy October 1942.

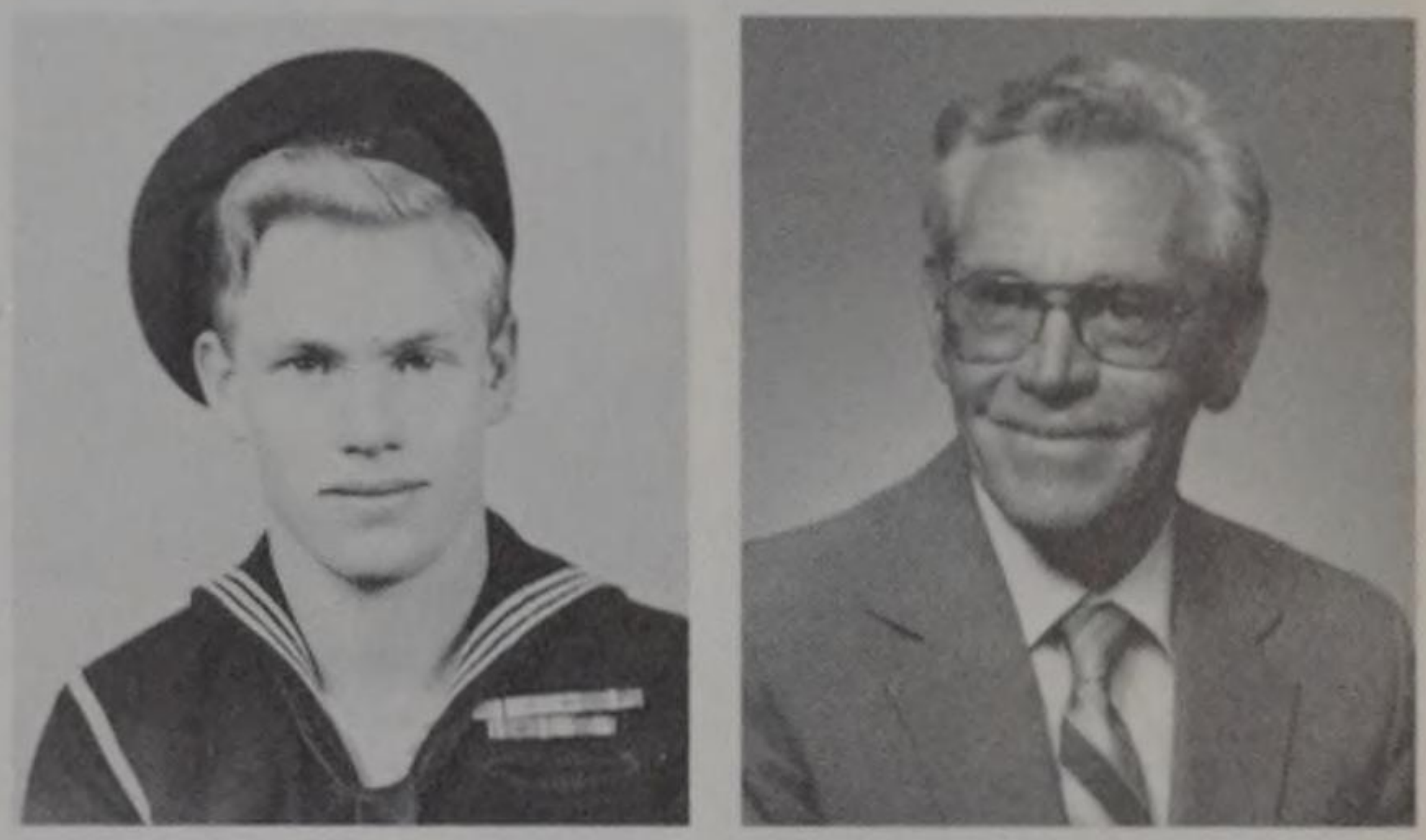


Remembers the last ships in typhoon at night. He was on watch and could hear the blowing whistles as they went down.

Discharged May 17, 1947.

He is married with three children and 14 grandchildren. Retired July 23, 1976 as an assembler with the Maytag Company in Newton, IA.

DENTON SMITH, Seaman 2/c, USS *Arkansas*, born July 31, 1926 in Signal Mountain, TN. Attended one and one half years at Chattanooga Tech Chattanooga, TN. Enlisted in Navy Aug. 18, 1944. Discharged February 1946.



Remembers stepping on board the *Arkansas* for the first time.

Married F. Imogene Coleman Smith May 15, 1948. They have five children and six grandchildren. He has worked for Mc/Devitt & Street Company out of North Carolina for the last 18 years.

KEITH D. SMITH, born Feb. 12, 1925, Flint, MI. Grew up on farms in northern Michigan. Enlisted in USNR (V6), two years after eight grades of school, Feb. 12, 1942.

After boot camp, transferred NOB Norfolk for Armed Guard. Assignment changed to USS *Indiana* (BB-58), commissioned April 1942. After shakedown, transferred to USS *Alabama* detail, commissioned August 1942, assigned to "L" Div. Training in Chesapeake Bay, Portland, ME, and Newfoundland through winter of 1942-43. Joined British Home Fleet for North Atlantic duty summer of 1943. Transferred to "V" Div. before going to South Pacific. Transferred from BB-60 April 15, 1945. Separated from Navy Nov. 9, 1945.

Obtained commercial license, tried to get into flying. Pilots were a surplus, so not much luck. Did a little of everything, Merchant ships, truck driving, aircraft mechanic, etc. Enlisted in USCG May 1949. Retired with 20 years total service October 1965. Spent a year or so with Operating Engineers, then joined Eastern Air Lines as licensed A&P mechanic for 13 years. Took early retirement at age 55. EAL No. 82390. Relocated from Miami, FL to Seguin, TX 1980. Built a house on the Guadaluoe River. Did some OTR truck driving part time. He is pretty well retired from everything now. His wife Rolene and he travel some in their motor home. They meet other former crew members in RVs at USS *Alabama* reunions.

Married to Rolene Homan Oct. 2, 1950. Has two step-daughters, and one step-son. One son, Keith Jr., born Sept. 16, 1951 is associate member crewmens assn.

Plank owner, two battleships, USS *Indiana* and USS *Alabama*. Only enlisted man, assigned to both type aircraft OS2U and SCs Blue Nose, Shell Back, and Golden Dragon (as most former crewmen are). Commercial, Multi engine, Instrument rated. Pilot 449297.

Airfrain and Powerplant Mechanic 1744790. Drove in all 50 states and Puerto Rico. Married to same wife for 39 years.

KENNETH ROY SMITH, Boilermaker 3/c, USS *Indiana* (BB-58), born April 3, 1921 in Springfield Township, OH. Enlisted in Navy Feb. 17, 1945. Boot camp at Great Lakes, IL.

Participated in battles at Marianas, Palau, Iwo Jima, Okinawa, Attrition and blockade against Japan.

BENI KEDEM
LEGION OF HONOR

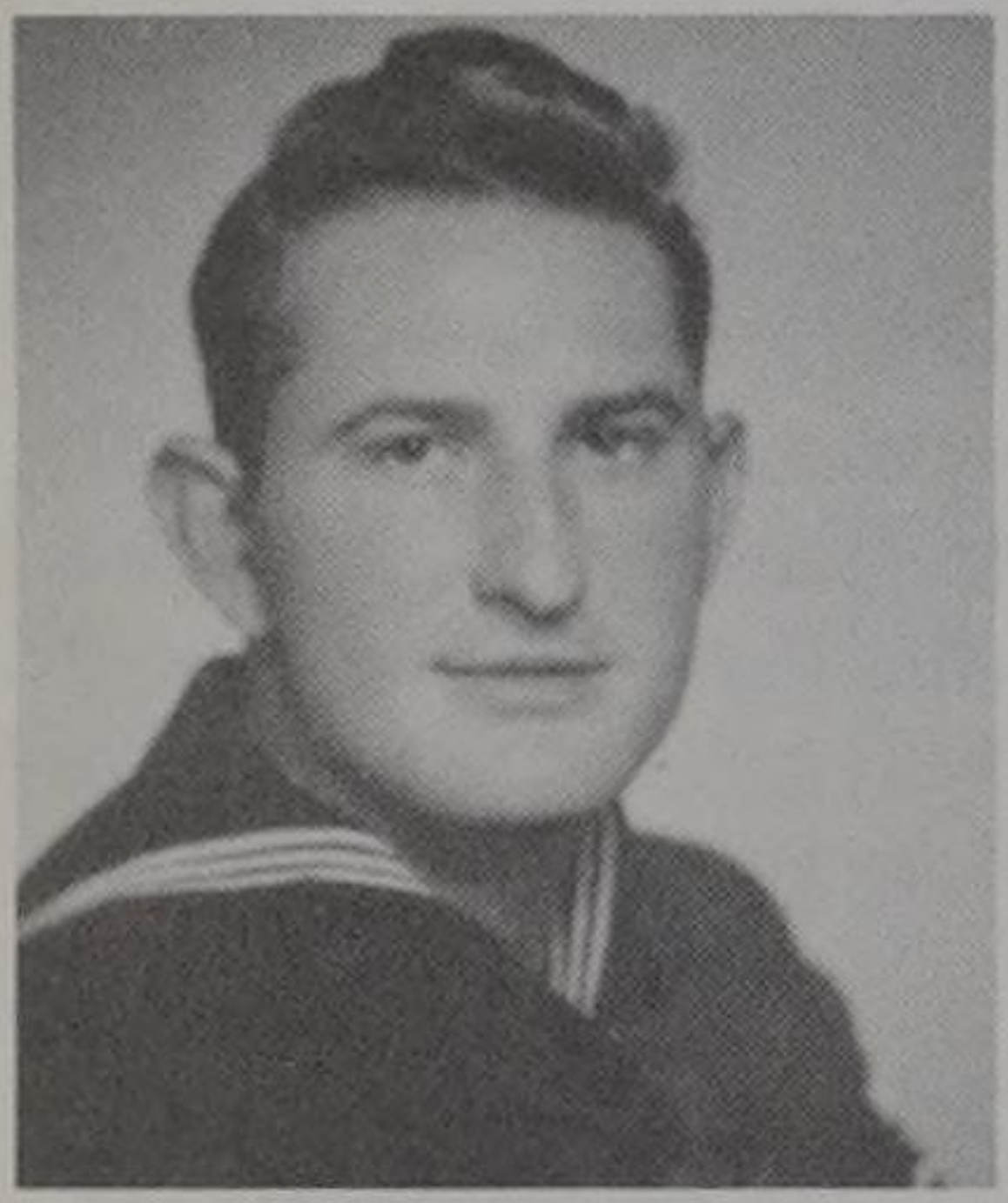
Remembers typhoon of Okinawa June 5, 1945.

Discharged Dec. 27, 1945.

Married Winona Mae Toppings. Now deceased. Has two children and four grandchildren. Retired Sept. 30, 1982 from Chesapeake and Ohio Railway Company.

LOUIS P. SMITH, USS *Idaho* (BB-42), born May 2, 1920, Graysport, MS. Enlisted as Apprentice Seaman July 16, 1940, New Orleans, LA. Was sent to USNTC San Diego for six weeks.

Went aboard the USS *Idaho* September 1940 as Fire Control Striker. Made FC/3 February 1942, FC/2 Dec. 1, 1943. Left the USS *Idaho* Dec. 7, 1943. Went to Fire Control School in Washington, D.C. January 1944. April 1944, he graduated. Went aboard the USS *Vicksburg* (CL-86). Made FC/1, May 1, 1945.



Served aboard following ships and stations: USS *Washington* (BB-56) May 1946-June 1947; Sub Group One, Bayonne, NJ, June 1947-January 1948; Sub Group One, Green Cove Springs, FL 1948-1949; USS *Strong* (DD-) RS, Washington, D.C., 1949-1950, made FT/1; USS *Eversole* (DD-789); USS *Moore* (DE-442); USS *Bellatrix* (AKA-3); U.S. Guided Missile Unit #11 NAOTS, Chincoteague, VA, rating was changed to GM/1; VAHM#10 Whidbey Island, WA, 1956-1957, VS-37 Los Alamitos, CA; USS *Lexington* (CV-16) 1959-1960; Guided Missile Unit #7, Point Mugu, CA 1960. Was discharged May 26, 1960.

Participated in following battles: Aleutian Campaign, Marshall Islands, Gilbert Islands, Iwo Jima and Okinawa. Medals and Awards: Good Conduct (five), American Defense Service Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal (four), WWII Victory Medal, Philippines Liberation Ribbon, Korean Service Medal, United Nations Service Medal, National Defense Service Medal, China Service Medal.

Worked for Civil Service in Anaheim, CA until 1975 and retired. Has lived in Lakewood, CA since 1962.

PAUL J. SMITH, CGM, USS *Indiana* born Dec. 18, 1914 in Brock, NE. Enlisted in Navy December 1941. Boot camp in San Diego.

Moored at Tonga Tabu, got a message from one of the signalmen that he had a request for Paul to be allowed to come ashore to spend some time with the bus patrol unit stationed there to look at some guns. Went to Gunnery Officer and they sent him ashore. When he got on shore, there was his little brother who was stationed there. They had some fun for a few hours with South Pacific firing lock cocktails.

Remembers the bombarding of Saipan and Tinian. At Iwo Jima where there were many bodies floating around, some of our people and some of theirs. The one big day that stands out in his mind, is the time he thinks the Japs sent their whole Air Force after the task force. He thinks between the ships and the airplane, they knocked over 100 Japs out that long long day.

The thing he will always remember the clearest is the collision between the *Washington* and the *Indiana*. He lost two very good friends.

Discharged December 1946.

Married in October 1944. Has one child. Retired in 1975 as a truck owner/driver.

RICHARD EMBREE SMITH, (Lucky), Chief Fire Controlman, USS *Tennessee* (BB-43) born Flint, MI, June 19, 1916. Enlisted in the Navy on Oct. 1, 1935. Stationed at Great Lakes Training Station from October 1935 until January 1936.

Went aboard USS *Tennessee* (BB-43) at San Pedro, CA January 1936. Gunnery school - USS *Nevada* in summer 1936, Optical School Mare Island, 1937. He is a Pearl Harbor Survivor. He received a citation for the work done, now a First Class FC 1/c.

He next went to Advanced Fire Control School in Washington, D.C. and then transferred to the USS *Bache* (DD-470) and put it in commission at Staten Island, Brooklyn Navy Yard.

He made Chief Fire Controlman in 1943.

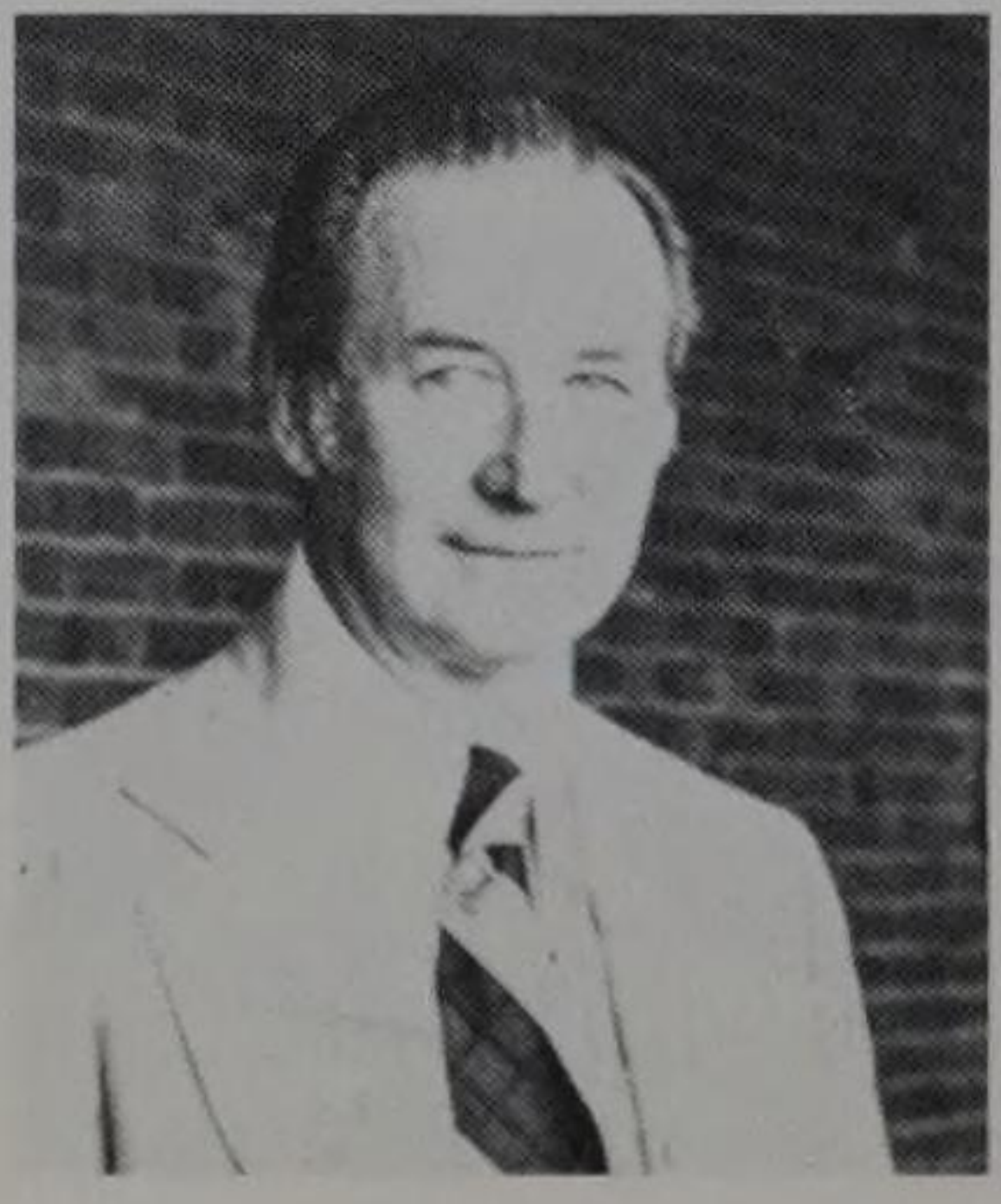
After one convoy trip in the Atlantic, transferred to West Coast and landed troops on Attu, Kiska. Next went to South Pacific in time for New Britain Island landings - Admiralty Islands, New Guinea. Also worked with Australian Navy.

In 1946 he took an exam and joined the Oakland California Police Department. He retired after 25-1/2 years as a juvenile officer. He moved to Michigan and spent seven years in the Sheriff's Department, he lectured on drugs in school. He has been a 30 year member of the International Juvenile Officers Assn.

He has since moved to Florida and retired.

ROBERT A. SMITH, III, PFC USMCR, USS *South Dakota* (BB-57), born Nov. 27, 1920, Pine Apple, AL. Enlisted USMCR Dec. 9, 1941.

Served aboard *South Dakota* as a member of original Marine detachment (March 1, 1942-Aug. 20, 1943). Transferred to Naval V/5 Program, washed out and completed service as QM 2/c aboard USS LSM (327). Was in the Battle of Santa Cruz and Savo/Guadalcanal in 1942, in North Atlantic in 1943 and at Iwo Jima in 1945 for seven months.



Graduated from University of Alabama in 1949 and retired from NASA in 1977 as an organization behavior analyst. A free lance writer, he serves on the editorial advisory boards of several publications and was a charter member of the National Peace Academy Campaign. The U.S. Congress established the U.S. Institute for Peace in 1984 which, he believes, is a memorial for all our veterans, living and dead. He now makes his home in Abbeville, AL, with his wife Dot.

While in the service he was known as "Pineapple" Smith.

The *South Dakota* was awarded the Navy Unit Citation for its service against the Japanese in the Fall of 1942.

TALMADGE A. SMITHEY, Cmdr., USS *Mississippi* (BB-41), Ship's Carpenter on the USS *Canopus* 1941-42, retired after almost 32 years service. He was the only active duty carpenter captured at Bataan or Corregidor in WWII.

Born near Huntsville, AL and attended Mississippi State College before joining the Navy in 1931. He graduated from the hospital corps school, served one year in the medical corps at Pensacola, FL; five years on the USS *Mississippi* and three years on the USS *Oglala*. He also served on the USS *Dobbin* and the USS *Canopus*.

He was ship's carpenter aboard the USS *Canopus* in Asia when Japanese planes trounced the fleet at Pearl Harbor. The *Canopus* crew distinguished themselves in combat and won lasting remembrance for valor at Bataan, Philippine Islands. She was scuttled when Bataan surrendered. Her crew and junior officers rejoined the battle at Corregidor, Philippine Islands. Cmdr. Smithey bore arms with the U.S. Naval Bn., 4th U.S. Marines' Beach Defenses, was decorated for heroic action in the 27 day battle, and awful siege, before Fortress Corregidor capitulated to the Japanese ground forces May 6, 1942.

For 40 months, Cmdr. Smithey shared the savage, inhuman treatment, starvation, disease, punishment, degradation, indignities, humiliation, suffering, terror and death inflicted on American prisoners of war by their barbaric captors. Ninety-two of the *Canopus* crew survived. The commander experienced the hopeless battles against Asian hordes, tortuous marches, slavery, unwarranted toil, frustration, cruelty, misery, hunger and loneliness that only tough bodies and disciplined minds could endure. He weighed 92 pounds when released. The horrible adventure did not embitter him: he is kind, patient, humorous and pleasant. "Very articulate orally with an inexhaustible store of interesting tales about his experiences," state his record.

He was liberated, repatriated, hospitalized, rehabilitated, restored to duty in 1945 and assigned to the USS *Portsmouth* in 1946. He is proud of a latter welcoming him home from captivity in behalf of the people of the United States who expressed their appreciation for his valiant flight, thanked him for his services in combat, steadfastness while a prisoner of war, wished him happiness in the future, and signed "Harry S. Truman, President of the United States."

He attended the University of South Carolina in 1948; General Line School, Newport, RI in 1949 and reported to the newly organized Military Sea Transportation Service (MSTS) in 1950. He sailed in the transports USNS Private Elden H. Johnson, Gen. Alexander M. Patch, Gen. H.F. Hodges, SS Washington (depicted in an article in Life Magazine, December 1951); Gen. R.M. Blatchford, Private Jonah E. Keely and the Gen. Blatchford again. He transported thousands of Army, Navy, Air Force, and Civil Service Personnel, plus their dependents. He transported United Nations troops from Belgium, Holland, Greece and Turkey to Asia by way of the Suez Canal, and Ethiopians and Thias from their native lands while the Korean War raged. From the troop ships he went to the Destroyer *Thomas E. Fraser* and from the *Fraser* the the Navy Career Appraisal School, and to the Iceland Defense Force, to Mine Warfare Staff Officers School, Yorktown.

He wears the Bronze Star with Combat Valor, Army Meritorious Unit Badge with Oak Leaf Cluster, Navy Good Conduct Medal, American Defense, Victory Medal for WWII, Pacific Theatre of Operations, Occupation of Asia and Europe, National Defense, United Nations Service Medal, Defense of the Philippines, Philippines Republic Presidential Unit Citation with Badge, Ethiopian Imperial Body Guard Combat Infantry Badge and Unit Scarf, and Greek Expeditionary Forces Patch.

As Inspector of Naval material, Minneapolis, since April 1958, he has coordinated 11 public events for the Navy, assisted with eight elsewhere and assigned 33 leading citizens to Naval vessels for guest cruises. He appeared in two training films and has written many articles and stories. He is well informed in classical literature, Greek and Roman mythology, ancient history, Homer's Iliad and the Odyssey.

JOSEPH E. SOLAN, Cmdr., USS *Arkansas* (BB-33), born Hammond, IN, BA Upper Iowa University. Entered U.S. Navy August 1940. Selected for Midshipman school. Made cruise in USS *Arkansas* then to Northwestern University Chicago campus. Commissioned Ensign March 1941.

Ordered to USS *Mount Baker* (AE-4), 18 months. Then to USS *Wyoming* (BB-32) for gunnery training. Assigned to CVE Commissioning Detail Astoria, OR, commissioned 50 Kaiser class CVE carriers. Ordered to the Mediterranean as Navigator USS *Arcturus* (AKA-1), later as Executive Officer. Ended the war at Okinawa and occupation of Korea. Returned to Long Beach via Tokyo.

Transferred to U.S. Naval Reserve in 1946, commanded USNRTC Gary, IN and USS PC 1240, also served as Squadron Chief of Staff on USS *Daniel Joy* (DE-585). Recalled for Korea emergency to staff COM Five Norfolk. Then to USNRTC Chicago. Retired with rank of commander, earned four Battle Stars, Commendation Medal and SWO Designator.

Civil Service with U.S. Dept. of HUD/FHA Chicago, retired as chief appraiser. Married 48 years to wife Irene. Attended Convoy Commodore Course FTC San Diego, NBC & ASW courses FTC Key West.

HOWARD C. SPAFFORD, CQM, USS *Nevada* (BB-36), born Nov. 6, 1919 in Daisy, WA. Enlisted in Navy Sept. 20, 1939.

Served on USS *Nevada*, USS *Louisville*, USS SC 539 and USS *Edwin A. Howard*.

Duty area was mostly in Pacific. Received the service ribbons for that area. Crossed the Equator and International Dateline in 1944.

His memorable experience is being aboard the *Nevada* at the time of Pearl Harbor and surviving.

Discharged in Seattle, WA June 1946.

He has been married for 48 years. Has two children and three grandchildren. Retired March 1979 after 34 years from Weyerhaeuser Timber Company.

PETE FRANKLIN SPANO, Electrician Mate V6, USNR 3/c, USS *Alabama*, born Feb. 28, 1922 in Kimball, WV. Enlisted in Navy Sept. 23, 1942.

He will never forget the time he left the USS *Alabama*. Was transferred at sea to a tanker that fueled the *Alabama*. This was prior to the time the USS *Alabama* went to Japan. The first night he was on the tanker, a typhoon came up and an electrical fire broke out. Thought for sure the tanker was going to sink. Was knocked out of his bunk. Survived the typhoon. It was a frightening experience. Three or four days later, they came back to refuel the USS *Alabama* again. While there, he talked by phone to Ervin Hall, a friend of his on the USS *Alabama* from his home town, and he couldn't believe they had survived the typhoon.

Another unforgettable experience is when he first boarded the USS *Alabama*. He was in the 10th Div., which is the deck division and they manned the 40 mm guns. Battle station was on the 40 mm guns that was on top of Turret #3, 16 inch guns. The first time they fired the 16 inch guns he did not know they were going to fire them. He was standing beside the 40mm guns when they fired the 16 inch guns. He was knocked off his feet plus all the buttons on his peacoat were knocked off. From then on he made sure he knew when the 16 inch guns were being fired.

Discharged Dec. 12, 1945.

Married Youla Spinosi Spano June 24, 1950. They have four children and five grandchildren. Retired September 1980 as an insurance agent for Commonwealth Life Insurance.

ELBERT E. SPENCER, MM 1, USS *Wisconsin* (BB-64), born Nov. 17, 1932 in Wabeno, WI. Raised in Crandon, WI and attended elementary and high school there. Moved to Milwaukee, WI in 1951 and was employed by International Harvester. Entered Navy on Dec. 2, 1952. Boot camp in San Diego, MM School at Great Lakes. Boarded *Wisconsin* in Norfolk, VA, August 1953, and was assigned to #4 Engine Room. Discharged off *Wisconsin* in Portsmouth, VA in November 1956. Service aboard *Wisconsin* spanned 40 months, where he went from a MMFA to MM1.

WISCONSIN
BB-64

Returned to Milwaukee, WI and was employed by International Harvester until laid off. Was employed by Harnischfeger Corporation (P & H) April 1, 1957 as Power Plant Engineer. Worked that position for 23 years, then transferred to building DC motors and generators last nine years. Retirement three years in future!

Has been married to Carol since 1957 and has two children, Gail and Edward, a son-in-law Russell, and two grandchildren, Matthew and Stacy. Has lived in Muskego, WI since 1976.

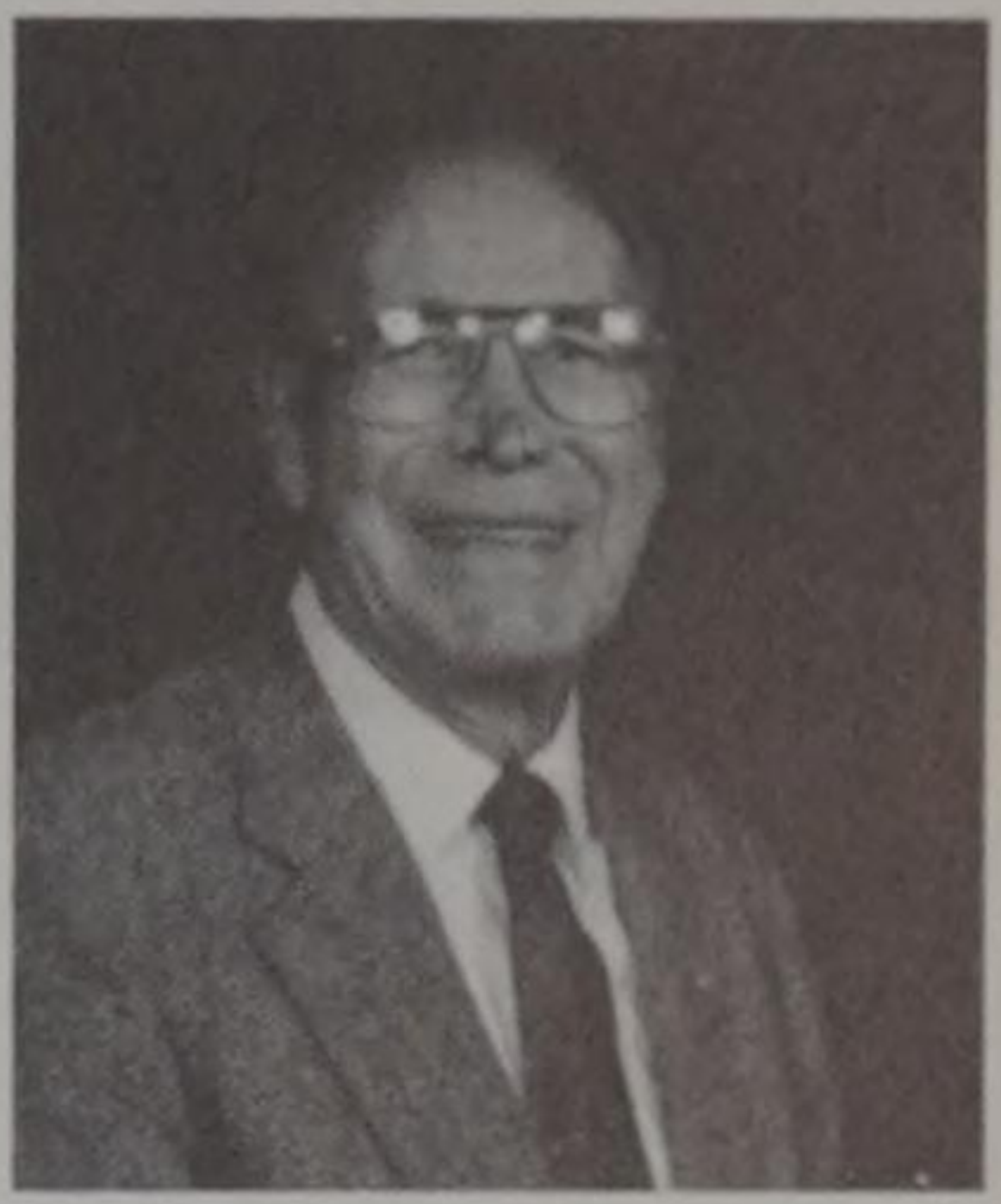
LAWRENCE SQUAIRE, born April 4, 1920 in New York. Attended Yale Law School. Enlisted in 1942.

Served aboard USS Iowa, USS Wisconsin and USS Missouri.

His memorable experience is being aboard USS Missouri for signing of Japanese surrender.

Married June 27, 1942. Has four children and five grandchildren.

WALTER F. STAFF, GM 1/c, USS *Oklahoma*, born Jan. 20, 1917 in Magna, UT. Enlisted in Navy February 1938. Discharged September 1945.



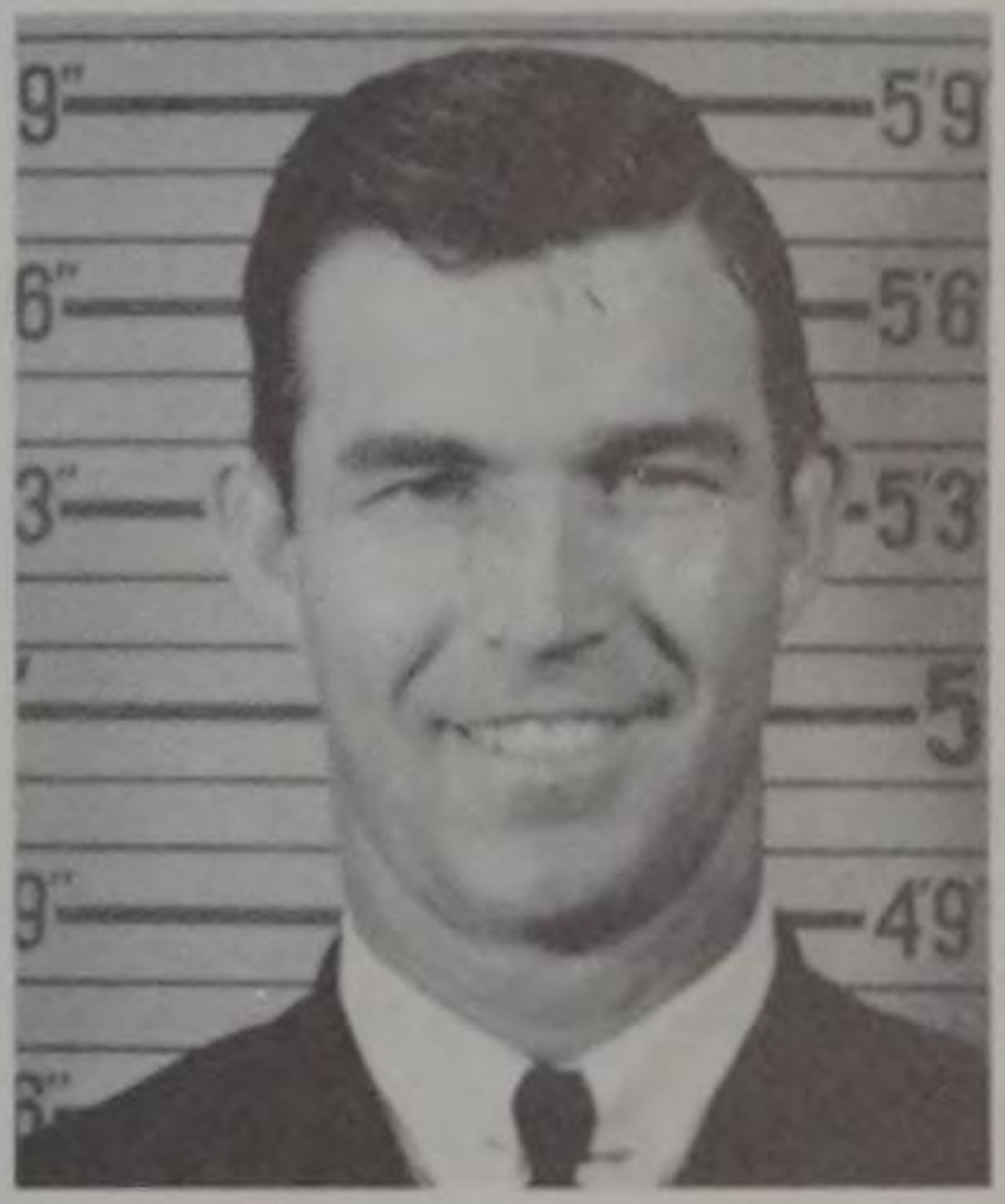
His memory of the Pearl Harbor attack is a black nightmare. He was entombed for two days in the bowels of one of the first ships sunk in that surprise attack on American territory. He was the last man to leave the USS *Oklahoma* alive.

He is divorced with three children and two grandchildren. Retired in June 1977 from the Veterans Hospital.

JOHN EUGENE STEARNES, USS *Mississippi* (BB-41), born June 20, 1914, at Birmingham, AL. Finished high school in Boaz, AL in December 1931.

Enlisted in the Navy on Oct. 24, 1932 and was sent to U.S. Naval Training Station, Norfolk, VA. Completed boot camp the end of February 1933 as Sea 2/c.

On May 7, 1933, was transferred to USS *Mississippi* (BB-41), being "Modernized" at the U.S. Naval Shipyard, Portsmouth, VA. Helped to get the ship ready for sea duty as a member of the 6th Div., which was the Anti-aircraft Div. Duties were as deckhand, mess cook, side cleaner, and mess cook in charge of laundry-detail.



On Aug. 1, 1936, extended enlistment for two years in order to get transferred to Naval Air Service as a member of VP Sdn. 10, F.A.B., Pearl Harbor, T.H.

August 2, 1954, transferred to Fleet Reserve as ACMM (PA) and retired in December 1962.

EDWARD STEPHENS, Cox 3/c, USS *Idaho*, born Oct. 30, 1923 Plymouth Co., IA. School at Hinton, IA. Enlisted March 27, 1941 at Sioux City, IA. Attended recruit training at Great Lakes, IL.

Boarded USS *Idaho* June 1941, assigned to duty three months at Iceland, just about completed. USS *Reuben James* sunk, USS *Kearney* damaged German Von Lurpitz reported Denmark Straits. Numerous sub alerts and also Pearl Harbor. In fire control division, two years transferred 7th Div. Then to Pearl Harbor numerous Pacific bombardments and engagements. Transferred 1943 to Carrier USS *Kasann Bay*. Final 13

months at Corpus Christi, TX. Discharged Oct. 11, 1945.

Authorized campaign ribbons: American Defense, one Star American Area, European African and Asiatic Pacific, two Stars.

Retired from auto repair business 35 years. Now attend reunions, and Veterans programs.

WILBUR A. STERLING, QM 3/c, USS *Indiana* (BB-58), enlisted U.S. Navy February 1942 and reported to NTC Newport, RI for boot training (six weeks), after which he was sent to NOB Norfolk, VA for duty aboard the USS *Indiana*.

After sea trials crew training, headed for Noumea, New Caledonia. While on board, took part in the following operations: capture and defense of Guadalcanal, Rennell Island, New Georgia campaign, Marcus Island raid, Gilbert and Marshall Islands operation.

December 1943 transferred at Efate Island and sent to Espiritu Santo via USS *Rixey* (APH-3) for assignment and later received orders to report to NRS Portland, OR for duty on board the USS *Tomahawk* (AO-88) and returned to the Pacific for further operations. July 1945, received orders to report to NTC San Diego for assignment to recruit training. Was discharged from there Nov. 1, 1945.

Retired in 1984 as a County Fire Marshal. Most of his time is now spent traveling around the United States, including Alaska, in their trailer.

ROBERT N. STETTNER, Fire Control Operator 3/c, USS *Alabama* (BB-60), born in the town of Sweden, NY. Joined Navy June 3, 1943. After boot camp at Sampson, NY assigned to USS *Alabama* August 1943 for two years. Remaining Naval time at N.O.B. #926 Guam.

Received Victory Medal, American Campaign, Asiatic Pacific w/five Stars, Philippines Liberation w/ two Stars.

Honorable discharge February 1946 as a FCO 3/c.

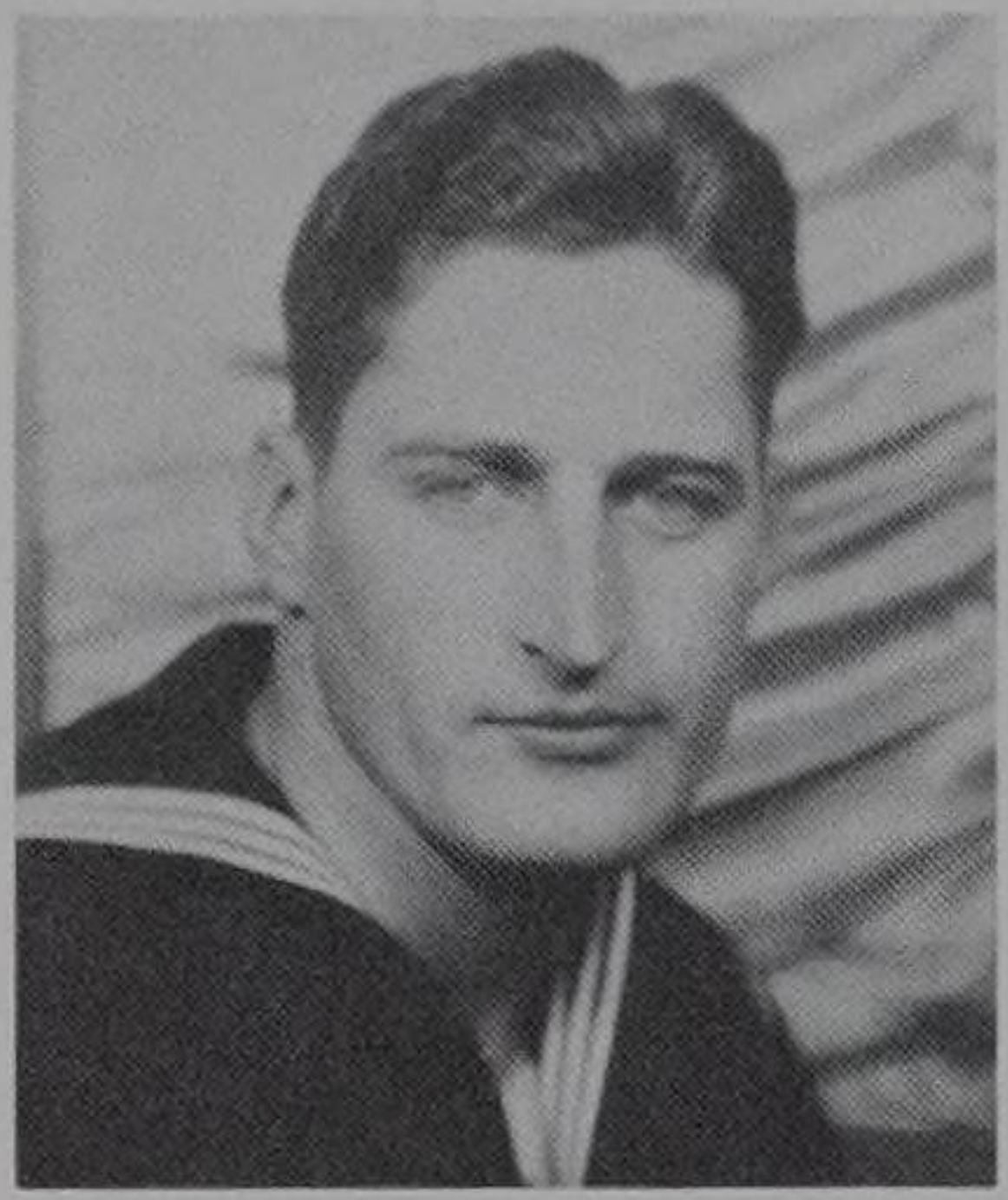
Married November 1946. Proud father of two sons and one daughter (all having their own business) and five grandsons. Worked 30 years as a toolmaker. Started a tree nursery in 1968, for a retirement hobby. In 20 years it has grown into a large growing and retail business with one son as a partner. His wife and he enjoy their winters on a five acre mini ranch in the desert north of Sun City West, AZ.

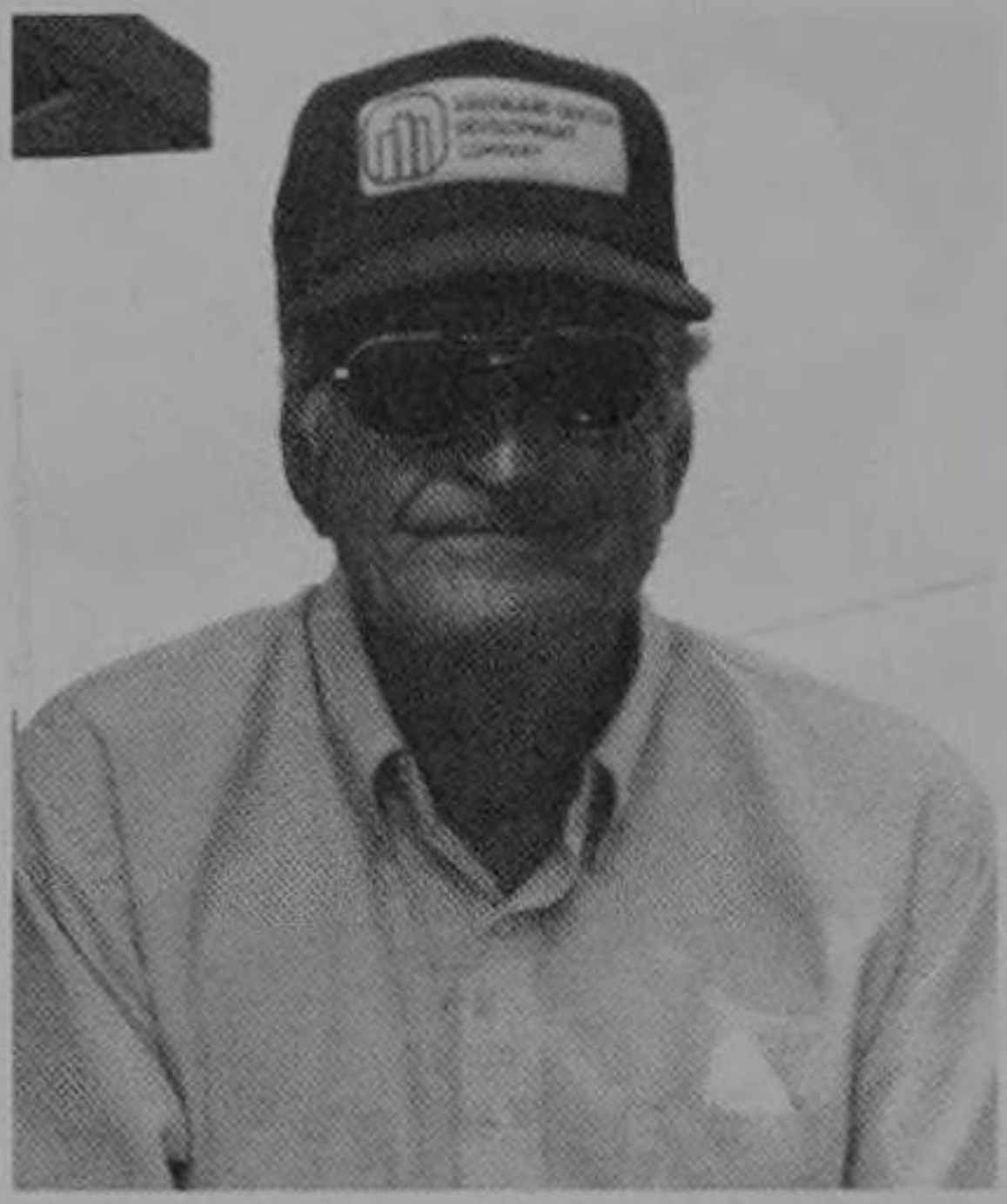
GORDON W. STEVENS, FCO 3/c, USS *Nevada*, born Jan. 11, 1921 in Perry, MI. Enlisted in Navy July 10, 1942. Attended Advanced Naval Training School (Range Finder Operator) in Seattle. Discharged Oct. 23, 1945.

Married on Oct. 14, 1944. Has two children. Retired March 1, 1983 from Ralston Purina.

GEORGE M. STILES, Yeoman 3/c, USS *Tennessee* (BB-43), born Feb. 22, 1919 at Rush Springs, OK. Enlisted September 1937 at Oklahoma City, OK. Basic training at San Diego, CA. Discharged at Long Beach, CA late August 1941.

Assigned USS *Tennessee* (BB-43) in Long Beach. Served in 3rd Div., Flag and Captain's Office. Went through the Panama Canal, to New York City for Worlds Fair in 1939 via Guantanamo Bay Cuba. Returned to San Francisco, CA for Worlds Fair there. Went to Hawaii with fleet. Returned to dry dock in San Francisco in July 1941. Best friends were Jimmy Spears and J.C. Marshall.





When WWII started, joined the U.S. Army and served until retirement in 1962 as a Major in the Signal Corps. Served in the European Theater, North Africa, Italy, France and Germany in WWII and in Korea in that war. Peace time assignments in the U.S. and Germany.

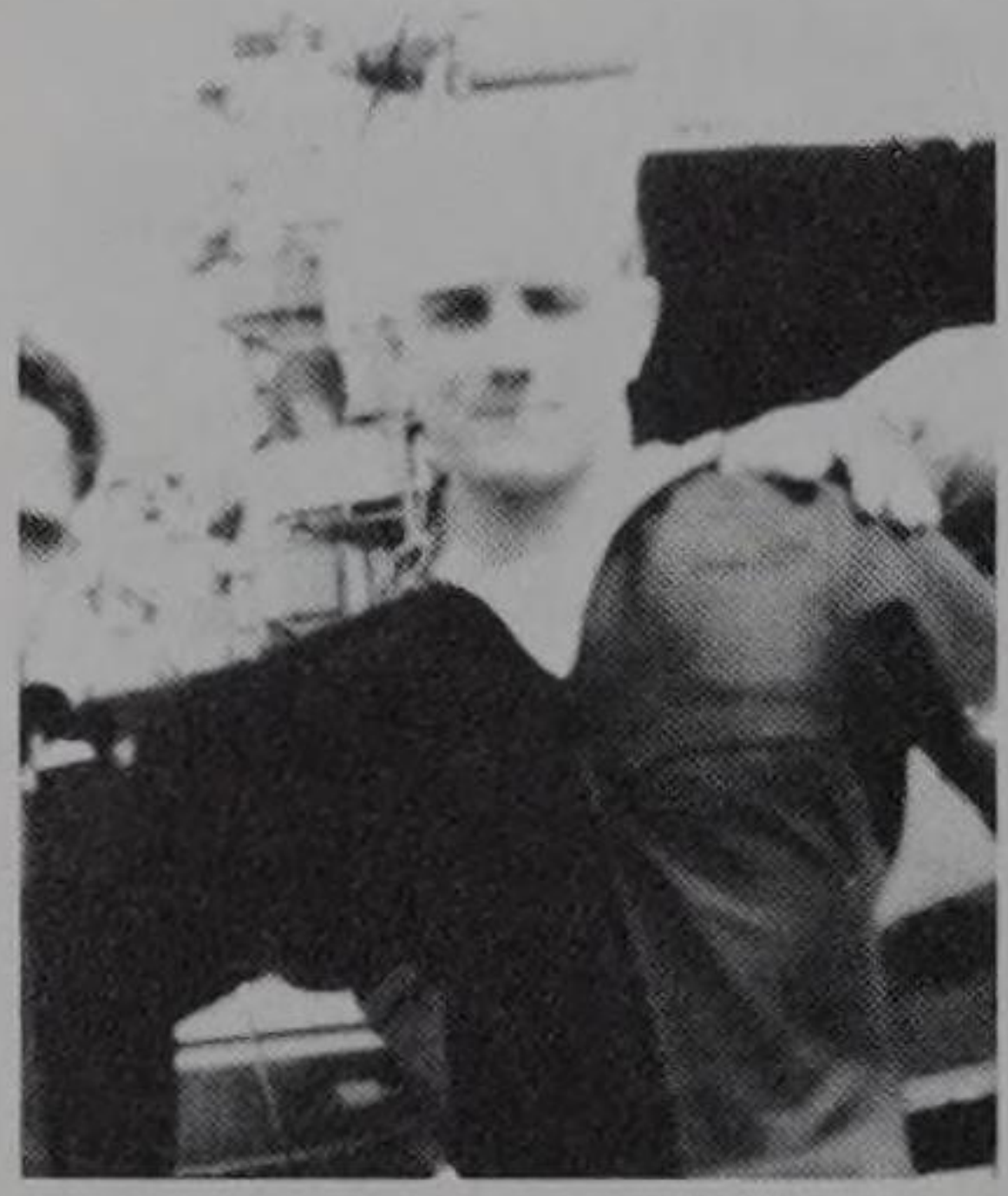
Since retirement he has been a high rise office building manager in Dallas, TX. He is fully retired now and resides in Justin, TX.

EMMETT W. STINE, GM 1/c, USS *Pennsylvania*, born Jan. 6, 1920 in Erle, PA. Enlisted in Navy Jan. 12, 1938. Discharged September 1945.

Remembers being a survivor of sinking of the USS *Atlanta*.

He is married with two children, five grandchildren and two great-grandchildren. Retired February 1978 from the U.S. Post Office. Works part time as a tour guide at Kennedy Space Center.

STANLEY STINE, SSML 3/c, USS *Missouri*, born Jan. 12, 1924 in Jersey City, NJ. Enlisted in Navy March 18, 1944. Discharged May 13, 1946.



Remembers witnessing the Japanese surrender Sept. 2, 1945.

Married on May 21, 1967. Retired Feb. 1, 1984 as First Class Chemical Operator at Colgate Company in Jersey City, NJ.

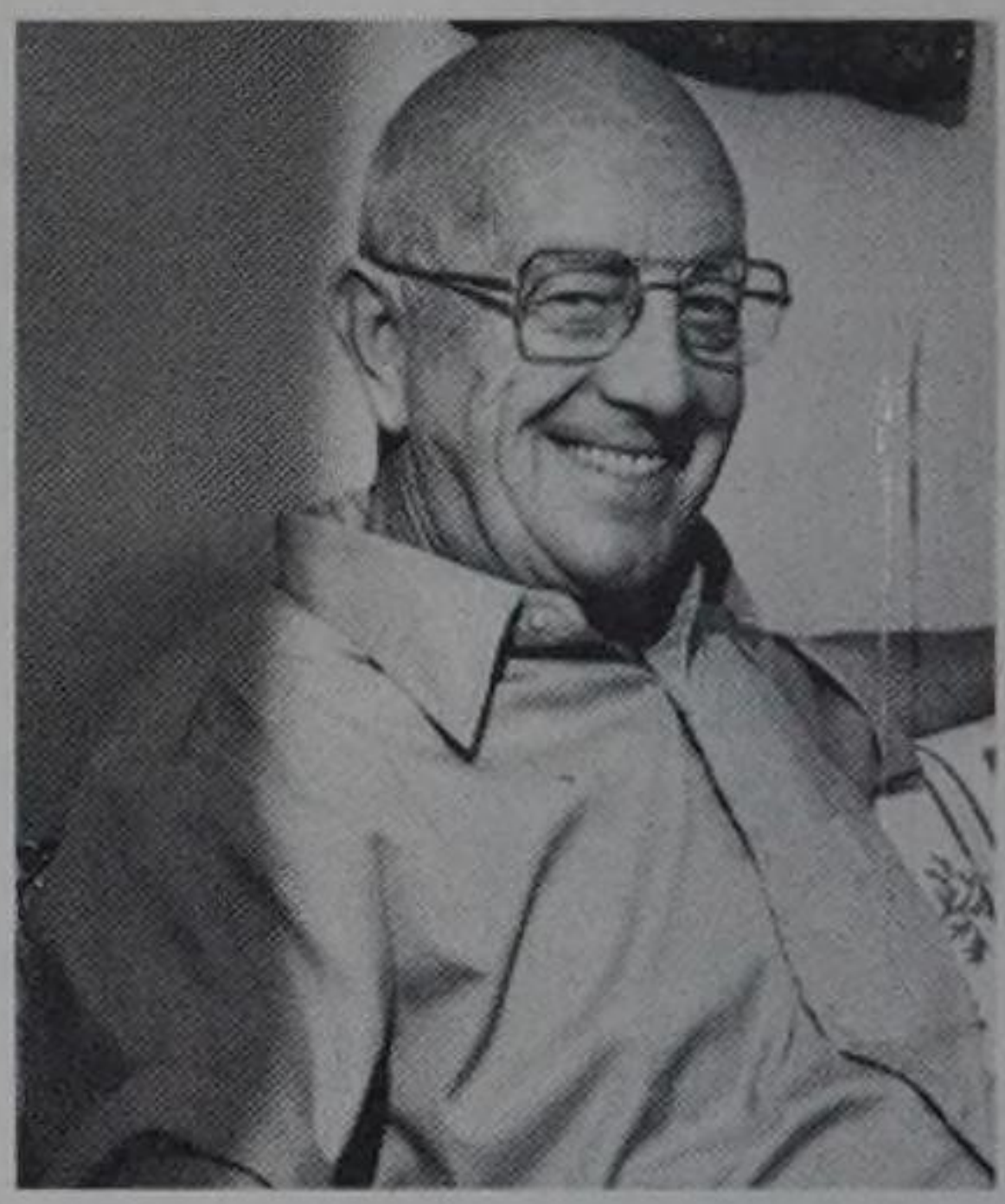
REUBEN H. STINNETT, (Tim), S 1/c, USS *Idaho* (BB-42), born Jan. 22, 1925, in Strawberry Plains, TN. Enlisted in Navy June 1943. Went aboard USS *Idaho* (BB-42) September 1943, at San Francisco, CA. Left the ship November 1945. Discharged Dec. 7, 1945.

Received the following medals: American Campaign Medal, Asiatic Pacific Campaign Medal, WWII Victory Medal, Philippines Liberation Ribbon, and received seven Battle Stars.

Married 43 years; has three children and four grandchildren. Worked as a truck driver for eight years, then worked for Tennessee Farmers Co-op for 34 years, as a billing clerk. Retired Feb. 1, 1987.

WALTER J. STOCKER, S 1/c, USS *Indiana* (BB-58), born Pittston, PA, Dec. 9, 1921. Enlisted June 1942. Trained Newport, RI.

In all major battles from Guadalcanal to the end of the war, except the initial invasion of the Philippines.



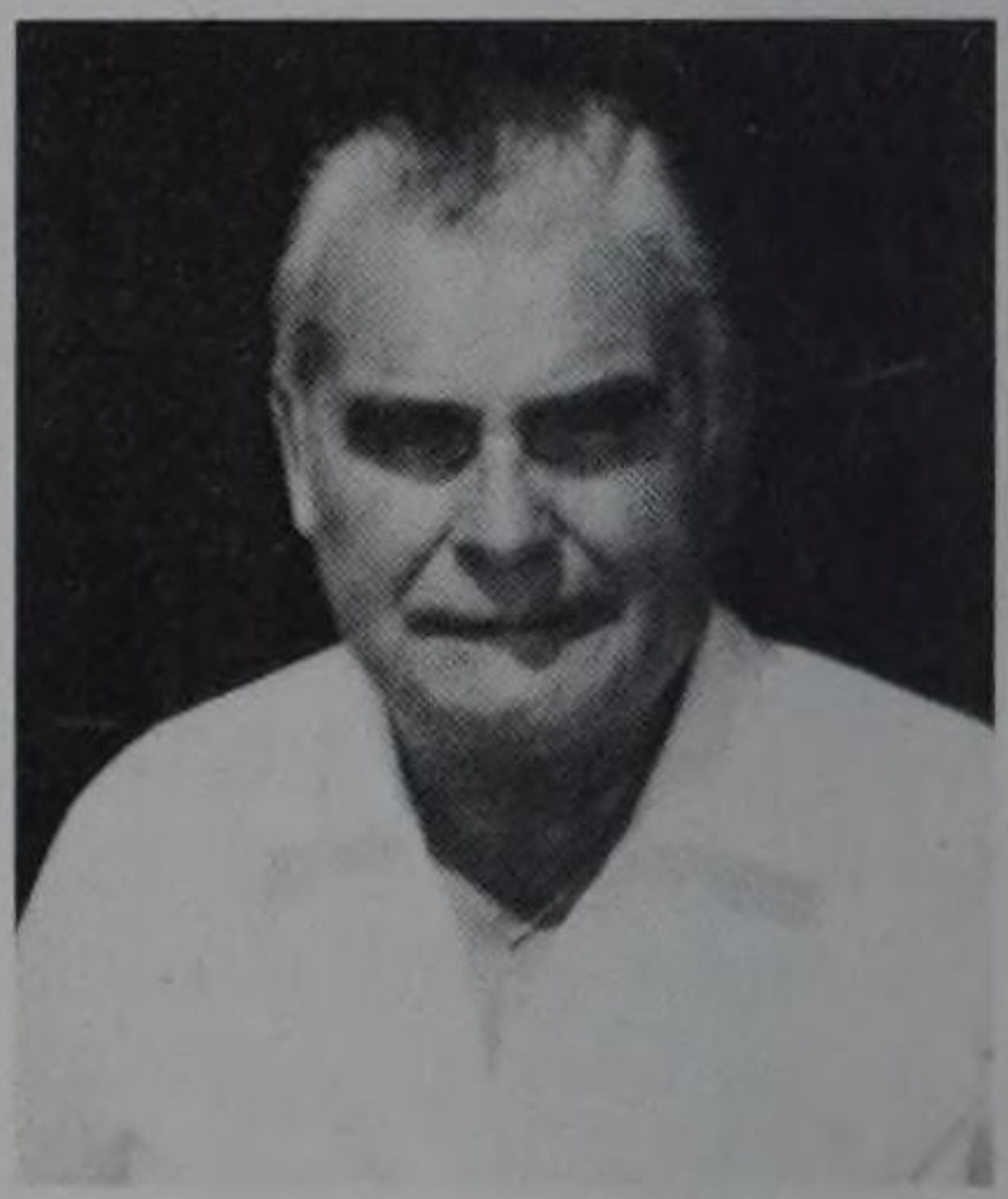
Nine Battle Stars, three Ribbons (whatever the *Indiana* was awarded).

Put hose in Commander's port hole, by mistake when washing down, handed it to his buddy and went to the head. He had to clean up the officer's quarters and he kept Walter on a hot seat for months saying he was going to beat Walter up, but, didn't. They are good friends today. He lives in New Jersey (Bill Dyer).

Married in 1946. Has one son and two grandchildren. Lives in Manchester, PA. Retired from Pennsylvania Power and Light Co. He has been to all ship reunions but one. The one in Indianapolis, IN will be their 18th. Has great time. Walt was president of Reunion Assn. in 1987.

ALBERT R. ST. ONGE, (Bob), Fireman 2/c, born Aug. 17, 1922 in Lowell, MA. Enlisted in Navy July 1942. Served aboard the USS *New York* in Norfolk, VA and aboard USS *Missouri* in Tokyo Bay.

Remembers witnessing surrender of Japan.



Discharged Jan. 30, 1946.

Married Gertrude Trudeh April 21, 1951. They have five children and eight grandchildren. Works part time in his wholesale business.

ROBERT H. STOUT, BTG 3, USS *Wisconsin* (BB-64), born Oct. 5, 1925. Joined the Navy on Jan. 14,

1944. After boot camp, Bainbridge, MD, was sent to the Philadelphia ship yard to serve aboard the USS *Wisconsin*. She was commissioned on April 16, 1944. Was part of the first commissioning crew. He is also a plank owner.

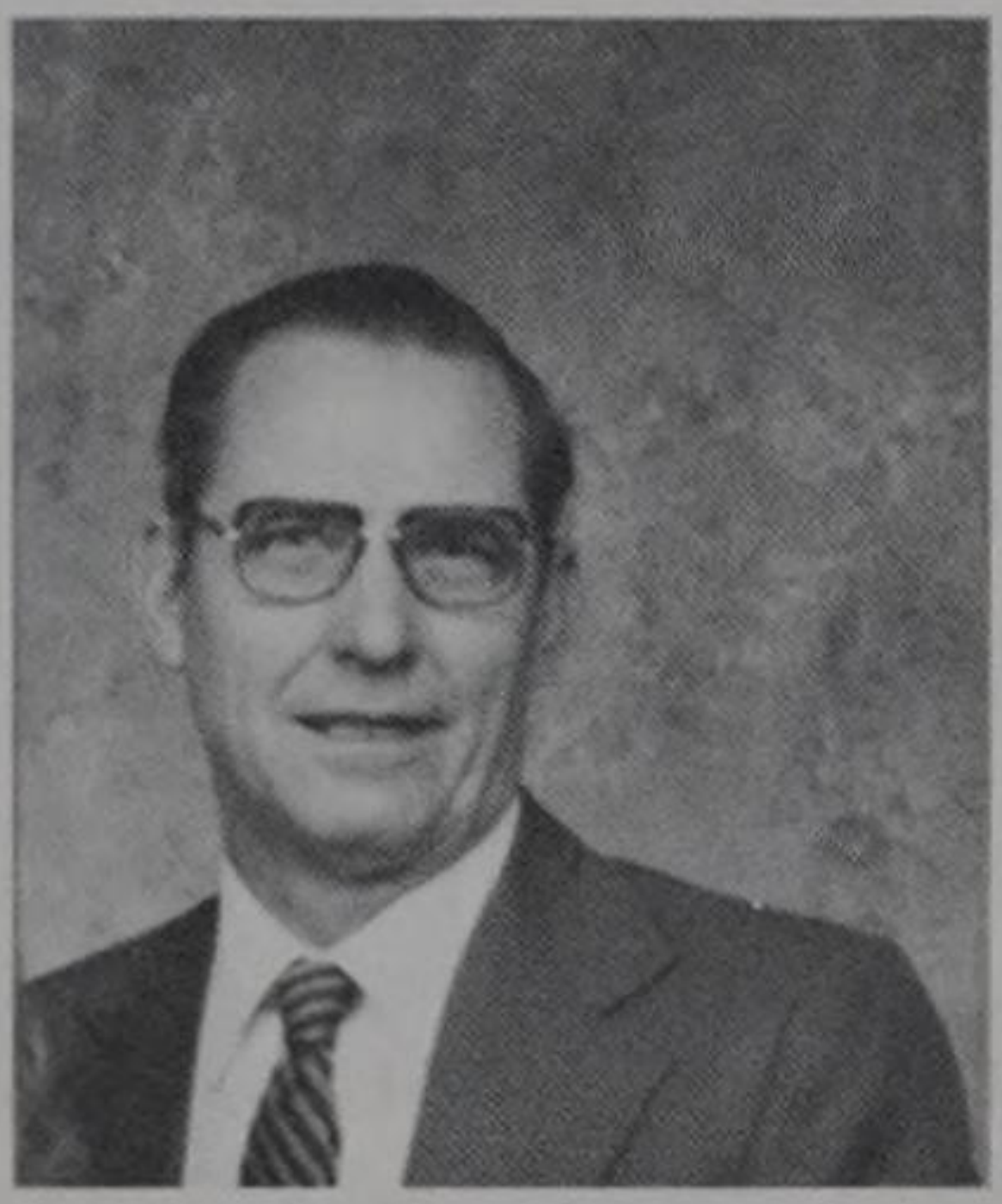
Was involved in the shakedown, Trinidad, the great typhoon of 1944, and all operations and bombardments the battleship *Wisconsin* was engaged in during WWII.

Was honorably discharged in March 1946. Ironically, was recalled to duty in June 1951, to serve aboard the *Wisconsin*, during the Korean War, until honorably discharged in November 1952.

He is currently the owner of a roofing and sheetmetal company, for the past 18 years. He has been married for 35 years and has three daughters and two grandchildren.

ARCHIE STRANDLUND, GM 2/c, USS *New Jersey* (BB-62), born Jan. 16, 1921 in Mora, MN. Inducted into the USNR on Sept. 2, 1942, and attended boot training and gunnery schools at Great Lakes and destroyer base, San Diego.

Was assigned to commissioning crew of the USS *New Jersey* and served on 40 millimeter anti-aircraft batteries during combat operations at the Marshall Islands, Saipan-Tinian, Guam, Peleliu, the Philippines, Okinawa and Japan. After earning nine Battle Stars, was discharged at the war's end from the Naval Air Station at Wold-Chamberlain Field in Minneapolis, MN on Oct. 15, 1945.



Retired in 1983 after 37 years as a tool and die maker with John Deere Farm Implement Manufacturers in Moline, IL, and is currently involved in teaching toolmaker apprentice classes. He has been married 44 years and has two children.

GEORGE M. STUTTS, USS *Alabama* (BB-60), born March 27, 1925 Estill, SC. Entered Navy June 7, 1942. Boot training at Norfolk, VA. Trained at Newport, RI Fire Control School. Served aboard USS *Alabama* (BB-60) until discharge on April 3, 1946.

Worked as a truck driver until August 1950 when he re-enlisted in the Navy and was flown directly to Formosa to go aboard, USS *St. Paul* (CA-73) for Korean duty. Discharged May 1954.

Got married during second tour and they have one child, a daughter. Joined USAF in November 1955 and stayed in until retirement in April 1968. Since that time, he has worked as a motel manager and with the local high school board, Lake Charles, PA from which he retired. Attended his second battleship reunion in April of 1989 and is looking forward to attending in April 1990.

RUBEN D. SUAREZ, Signalman 2/c, USS *Pennsylvania* (BB-3), Communication Div. (C/S), entered the Navy on June 11, 1943. Was assigned to Naval Training Station in San Diego for boot camp. Upon completion of boot training, was sent to Naval Personnel Distribution at Pleasonton, CA. Was then shipped to Pearl Harbor, where he attended the Pacific Fleet Signal School. After he graduated from this school, was temporarily assigned to the USS *Rocky Mount* (Communication Flagship). In December of 1943, was permanently assigned to the USS *Pennsylvania*. This became his home for the next two and one-half years.

Engaged in the following combat operations: Kwajalein, Eniwetok, Saipan-Tinian, Lingayen, Wake, and Okinawa.

Earned and received seven Battle Stars and the Navy Unit Commendation.

In October of 1945 the *Pennsylvania* returned to Bremerton, WA. Assigned to the Ammunition Ship USS *Lassen* (AE-3).

Was discharged in April of 1946 at San Diego and became homeward bound to Tucson, AZ.

Enrolled at the University of Arizona and later in 1949 was employed by the City of Tucson. He has been very fortunate to have had the opportunity to remain employed for 40 years now. The positions held have been: Accountant, Auditor, Revenue Administrator and Budget and Research Director for the City of Tucson (present position). Married a native Tucsonian in October of 1950. Will be celebrating their 39th anniversary soon. Has three children and recently acquired two little grandchildren. Has no complaints.

FRANK SULLIVAN, S 1/c, USS *Indiana* (BB-58), enlisted in the Navy Aug. 15, 1942. Was sent to the USNTC Newport, RI for boot training. After completing boot camp, was transferred to the receiving station at Norfolk, VA, and was assigned to the USS *Indiana* Oct. 6, 1942. Remained on the "Mighty I" for the remainder of the war, and was a director operator of a 40 MM anti-aircraft battery.

The *Indiana* took part in many operations, including New Georgia, Marcus Island, Marshall and Gilbert Islands, Tarawa, Iwo Jima, Okinawa, and the bombardment of the Japanese home islands. The *Indiana* also survived a collision with the battleship *Washington*, a suicide plane off Saipan, and a typhoon.

Returned to the United States Sept. 29, 1945, and was discharged on Oct. 10, 1945. Worked for the U.S. Postal Service 27 years, and retired Feb. 8, 1985. He is a member of the USS *Indiana* Reunion Assn. and looks forward to their annual reunions.

J.R. SUMMER, WT 3/c, USS *North Carolina*, born Jan. 27, 1913 in Newberry, SC. Attended two years of college.

Received the American Campaign Medal, Asiatic Pacific Campaign Medal, WWII Victory Medal and Philippines Liberation Ribbon.

Discharged Dec. 6, 1945.

He married Della Walden Feb. 27, 1937. Married Ann Stewart July 16, 1983. He has three children and six grandchildren. Presently employed as a real estate broker.

HOWARD R. SWANSTROM, Seaman 1/c, USS *Tennessee* (BB-43), born Jan. 10, 1925 in Joliet, IL. Attended high school and entered the Navy in May 1943. Was with the ship when it entered Wakayama, Japan, and left the ship in Philadelphia, Feb. 19, 1946. Was a Seaman 1/c in the 1st Div. working on the forecastle deck.

Most exciting moment was when they were bombarding Tarawa, firing three gun salvos rapid fire with no ventilation in Turret 1. Came out of the lower handling room and everyone thought they had been swimming over the side. They were drenched with sweat. They were in Surigao Straits battle with five other wagons and helped reduce the Japanese fleet in Oct. 25, 1944.

Has a boy and girl, both married and he worked for C.T.S. Knights Inc. in Sandwich, IL for 37 years, but retired in 1987.

CLIFFORD H. SWENSEN, USS *North Carolina*. After WWII the USS *North Carolina* was overhauled in New York and most of the experienced crew members were discharged. After overhaul the ship sailed to Newport, RI for shakedown. The Communications Div. had not received replacements for the departed radiomen. Inexperienced seamen were given a short course in Morse code and radio procedures and put to work. The experienced radiomen copied the fast, general broadcasts from Washington which were important to get accurately. The inexperienced seamen manned the circuits communicating with local land and ship stations because if they missed something they could request a repeat. When they arrived at Newport, they found a contingent of WAVEs from the Radio Station waiting to greet them. They asked what entitled them to this honor. They replied that they had never communicated with such an incompetent radio crew, and they wanted to see what we looked like. He was supervisor of the third radio watch on the *North Carolina* at the time and the one responsible for the strategy which probably saved them trouble, but earned them a bad reputation in Newport.

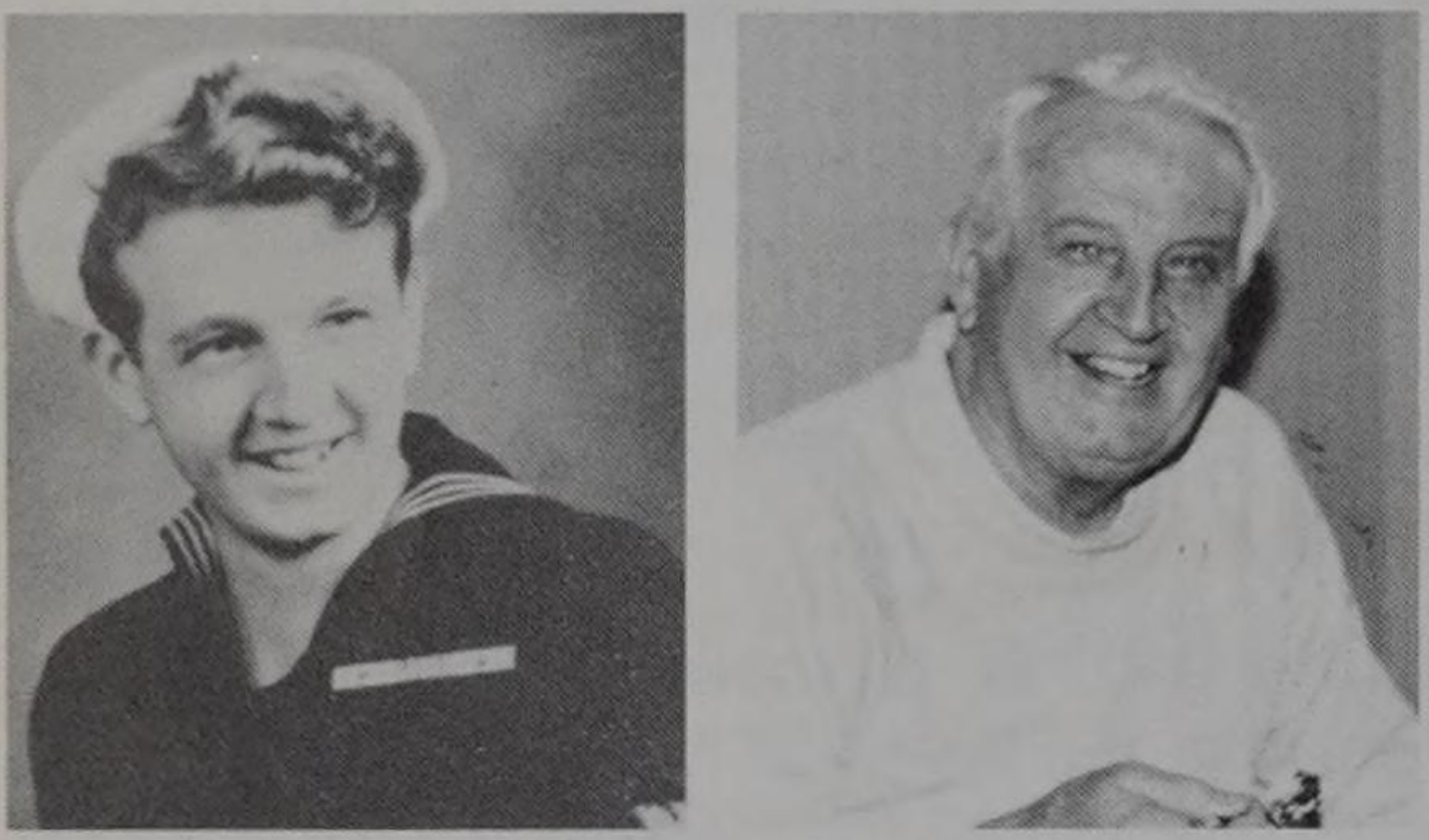
EDWARD J. SWENSON, USS *Maryland* (BB-46), Signalman First Class, born Nov. 11, 1924. Enlisted U.S. Navy 1941. USS *Maryland* 1942-45; Flag, Commander Battleship Div. 6 in USS *North Carolina* (BB-55) and USS *Washington* (BB-56) until discharge November 1945.

Enlisted U.S. Coast Guard 1947. Served in several West Coast and Alaska Coast Guard Cutters as Quartermaster Second to Chief Warrant Boatswain. Graduate U.S. Treasury Law Enforcement School. Special Investigator, Intelligence; Subsequently Chief, Intelligence and Law Enforcement, 17th Coast Guard District. Retired as Lieutenant (JG), 1963.

Awarded following medals: Asiatic Pacific with seven Battle Stars, Philippines Liberation Medal with two Stars for Leyte and Surigao Strait Battles, Philippines Presidential Unit Citation, Japanese Occupation, Korean Service, National Defense Service, United Nations Service, and others.

Retired, Legal Operations Manager, Oregon State Accident Insurance Fund, 1980. Retirement activities include collection and restoration of antique clocks and RV travel with Libbie, his wife, since 1944.

RALPH S. SWIFT, born in New Bedford, MA, Sept. 15, 1922. Enlisted in the U.S. Navy on Jan. 9, 1941. Attended boot camp at Newport, RI Co. #9. Commissioned the Battleship USS *North Carolina* (BB-55) in the Brooklyn Navy Yard, April 9, 1941 ("Plankowner"). After the start of WWII, the "Showboat" transited the Panama Canal in June 1942 to participate in covering the initial landing on Guadalcanal. BB-55 was torpedoed by Sub I-19 on Sept. 15, 1942 (his 20th birthday) receiving an 18x32 hole in her hull. Served aboard BB-55 until December 1944 as an EM 1/c leaving the service in Jan. 15, 1947.

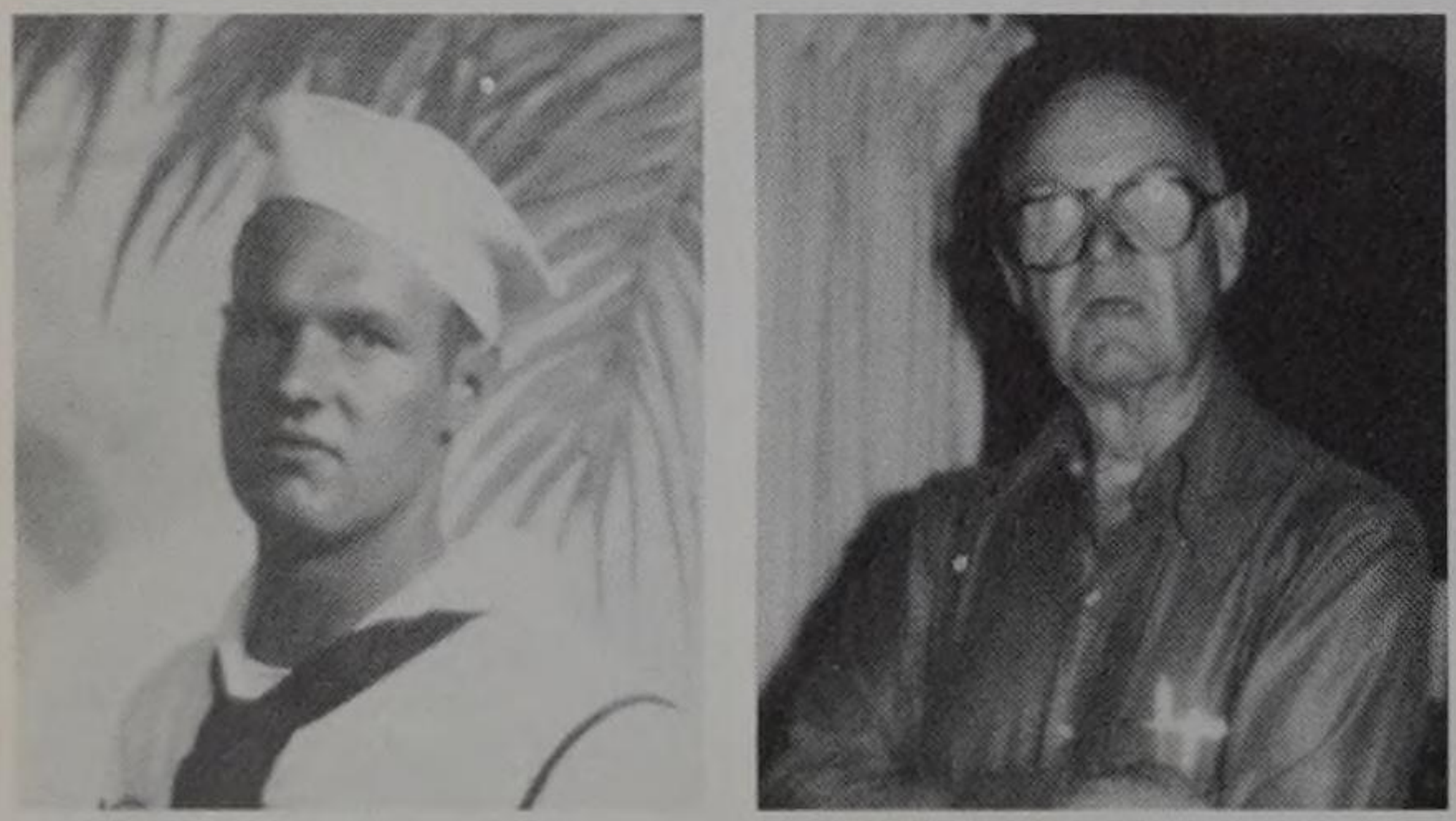


Went to work for New Bedford Gas & Edison Light Company, working as an electrical appliance service man and then as a corrosion technician in the gas division and retiring after 33 years. Married, Nov. 12, 1947 to Janice Ogden and has two children, Wayne and Janra. Resident of New Bedford, MA for over 40 years before moving to Wilmington, NC in January 1988. Vice President, USS *North Carolina* Battleship Assn., 1988-1989, Life Member, USS *North Carolina* Battleship Assn., Life Member V.F.W. Post 2892, Fairhaven, MA, member American Battleship Assn., member Guadalcanal Campaign Veterans.

Received following campaign ribbons and awards: American Defense Ribbon and Fleet Clasp, American Area Ribbon, Asiatic-Pacific Ribbon and 11 Battle Stars, Victory Ribbon, Good Conduct Ribbon, and Philippines Liberation Ribbon one Star.

MELVIN V. SYTH, Seaman 2/c, USNR, USS *Alabama* (BB-60), born in Greenwood, WI Feb. 9, 1923. Attended Northwestern Business College about six months when, was called for induction by the Draft Board. Rather than going into the Army, thought the Navy would be more to his liking, so he enlisted in it instead on May 15, 1943. Had boot training at USNTS Farragut, ID, from there to NT School (R) U. of Idaho next to Comm. Sch. Phib. Trac. (Pac), and then to USS *Alabama* (BB-60). Was honorable discharged from USNB, Bremerton, WA on March 8, 1946.

During his time in the Pacific, he earned the right to wear the Asiatic Pacific Area Campaign Medal (three) Stars, Philippines Liberation Medal (two), and WWII Victory Medal.



Married to a wonderful lady (Anita) in July 1947 that had three children from a former marriage. They have three children of their own, which are all grown up and have families of their own. Been enjoying his retirement since September of 1979 near a small lake (Bull Lake) in the Mountains of Montana with the children and grandchildren whenever they are there. Occasionally take trips in the early spring. Attended the USS *Alabama* Assn. reunion in 1983, and looking forward to the 1991 reunion in Bremerton, WA hopefully. His working years as a civilian were for Flathead County State Highway Department and City of Libby, all in Montana.

CHARLES F. SZERSZEN, USS *Wisconsin* (BB-64) (April 1955 to March 1958), born in Cleveland, OH July 23, 1937. Enlisted Jan. 30, 1955, boot camp at Great Lakes, IL. Shipboard duties: General Quarters Station; Rammerman Center Gun Turret II; Qualified Boat Coxswain up to 63' Crash Board; Qualified Helmsman. Decommissioned "The Whiskey", March 1958 Bayonne, NJ. Transferred A.R.D.-16 Davisville, RI. Discharged June 1958.

Organization memberships: USS *Wisconsin* (BB-64) Reunion Assn., USS *New Jersey* Veterans Assn., USS *New Jersey* Battleship Historical Assn., USS *Iowa* Veterans Assn., American Battleship Assn. and U.S. Navy League (Cleveland Council).

In 1986, he wrote the story "She Sails Again" about the four Iowa class battleships with the main theme the USS *Wisconsin* and her recommissioning on Oct. 22, 1988 in Pasagoula, MS. Framed copies forwarded to President Reagan, September 1988 and placed in the National Archives per direction of President Reagan.

Appointed to the Governor's Commission for the recommissioning of the USS *Wisconsin* by Governor Tommie Thompson, Governor of Wisconsin. Attended the following recommissionings: USS *New Jersey* April 1968, USS *New Jersey* December 1982, USS *Iowa* April 1984, USS *Wisconsin* October 1988, Arctic Circle Blue Nose, Equator Shell Back and home port Norfolk, VA (where all sailors must keep off grass).

May 1956 at Chesapeake Bay the USS *Wisconsin* collided with the USS *Eaton* (DE-510) causing severe damage to the Eaton and replacement of the Wisconsin bow.

BERNARD JOHN TAYLOR, Radarman 3/c, USS *New Jersey* (plank owner), enlisted in U.S. Navy January 1943, Great Lakes Naval Training Station. Assigned to Battleship USS *New Jersey* (BB-62) and was with her on Commissioning Day.

On to the Pacific, Flagship of Adm. "Bull" Halsey 3rd Fleet and Adm. "Turkey Shoot" Spruence. The ship earned 11 Battle Stars in their Pacific Area Ribbon, and entitled to wear two Stars in their Philippines Liberation Ribbon, one for the landing invasion, one for the sea battle.

As he enlisted, he did not go home with point system mates but stayed on the *Jersey* as occupation Flagship in Japan. When the USS *New Jersey* returned to the States in 1946, was officially discharged on his 21st birthday, ending his minority cruise enlistment in Bremerton, WA.

Returned to New York City to become one of her finest. A New York City Police officer. Where he completed 23 years of honorable service and is now retired, and still lives in New York City.

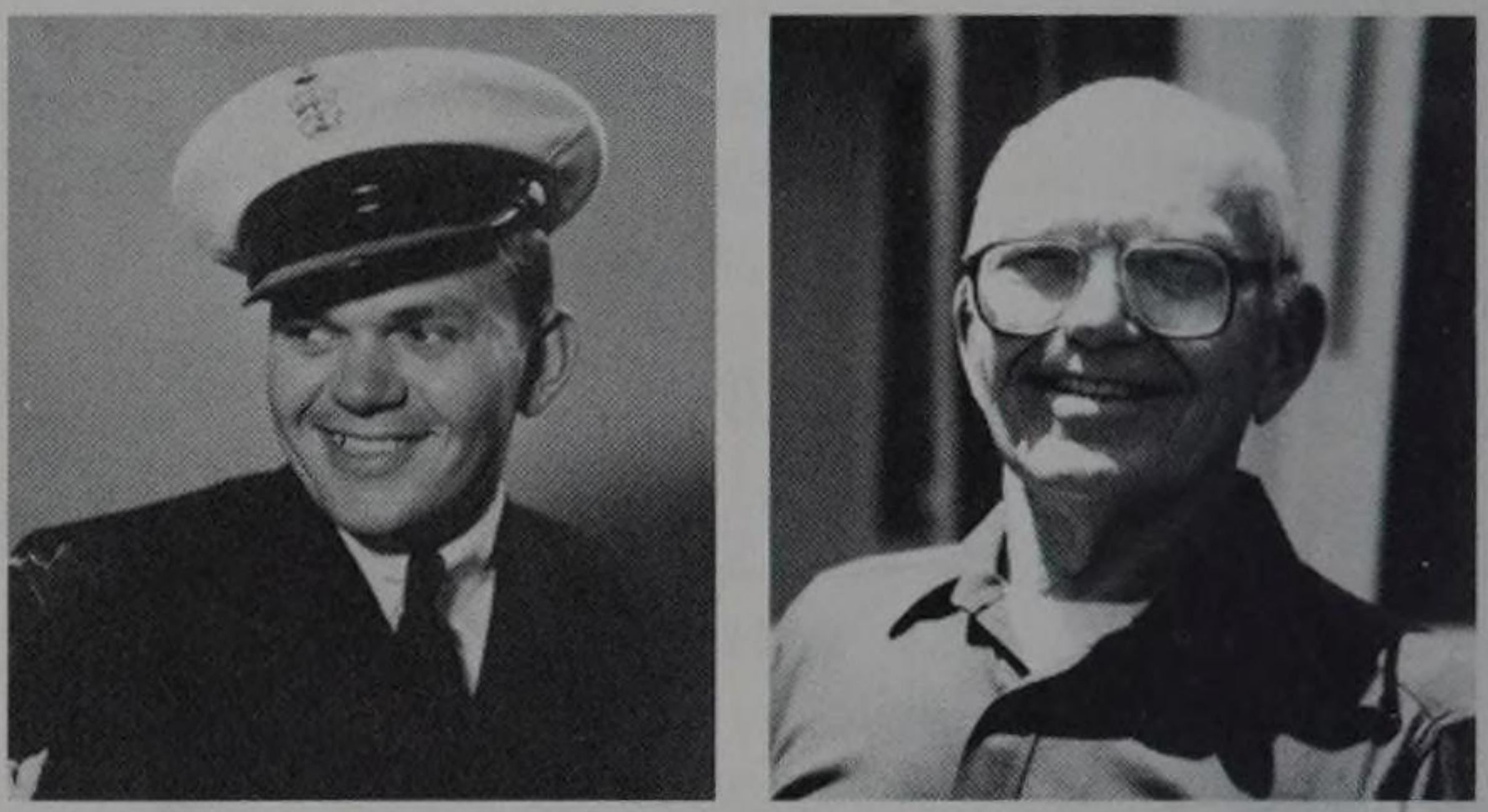
JOHN K. TAYLOR, JR., Coxswain, USS *Alabama*, born Jan. 31, 1924 in Baltimore, MD. Enlisted in Navy Dec. 10, 1941. Discharged April 1947.

Served aboard USS *Charger*, USS *Alabama* and USS *Repose*.

He has been married for 43 years. Has four children and seven grandchildren. Retired Dec. 31, 1989 as a construction department manager.

WILLIAM R. TAYLOR, Chief Bos'n Mate, USS *North Carolina* (BB-55), born March 5, 1924, New York City, NY. Enlisted March 6, 1941. Boot training, NTS Newport, RI. Served aboard USS *North Carolina*, May 1941-May 1944. Discharged March 1947.

Was aboard USS *North Carolina* for her shakedown cruise. Fired the first 19 gun salvo in history.



December 7, 1941, they were in Brooklyn Navy Yard, soon after they steamed to Casco Bay, ME, to await the German fleet. June 1942, left for the west coast, via Panama Canal (the *Wasp*, *Atlanta*, *Juneau*, and destroyers, all were lost except them). July 4, 1942, left the States for Pearl Harbor, then on to Guadalcanal, Aug. 7, 1942. August 24, 1942, had their first air attack, while escorting the carrier force. September 15, 1942, were torpedoed, the *Wasp*, and the *O'Brien* (DD-415), were sunk by the I-19. Forty four years later they had a joint reunion with four of the Japanese crewmen that fired those torpedoes.

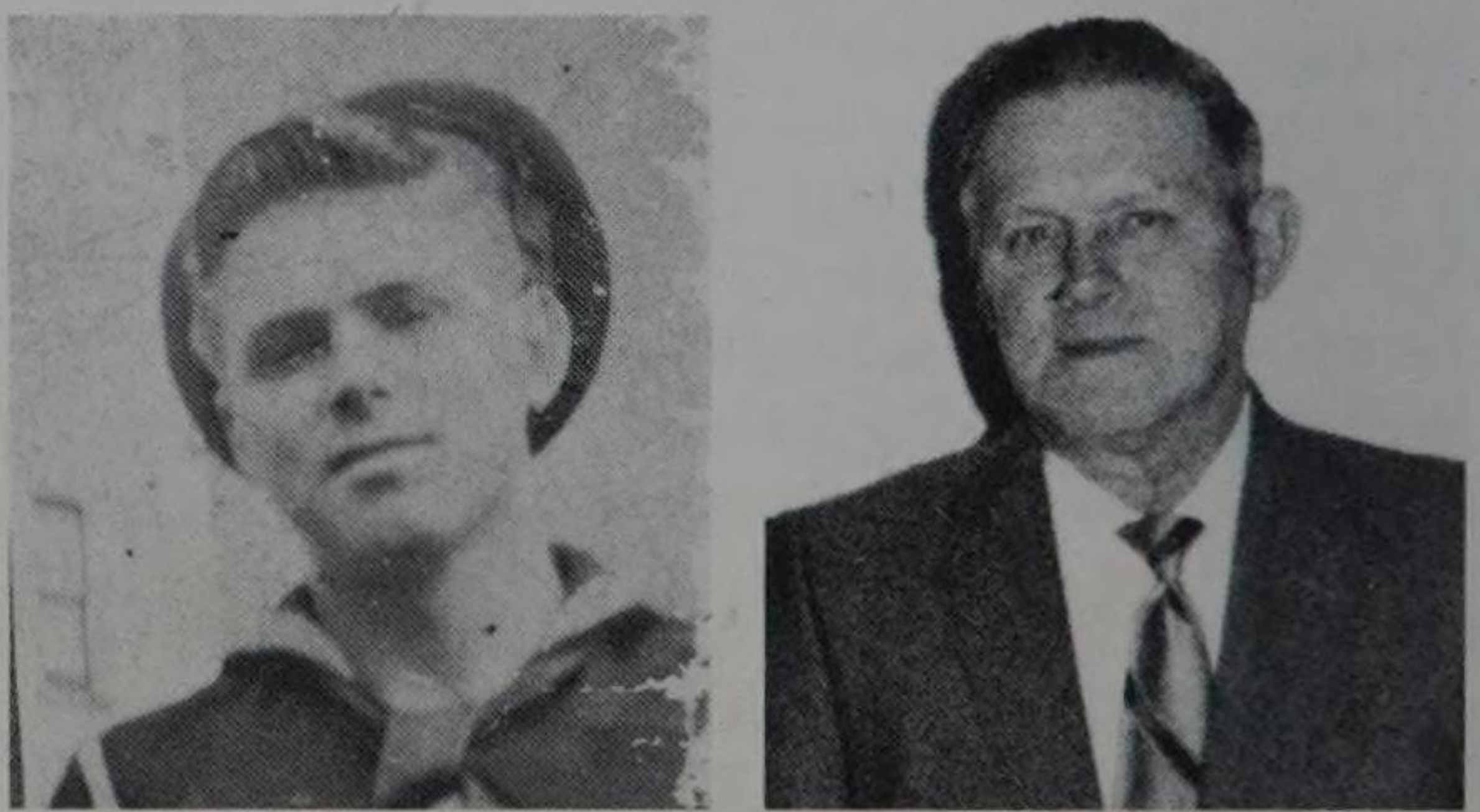
He is now retired, living in Texas, and Secretary/Treasurer USS *North Carolina* Battleship Assn.

W.V. TAYLOR, (Vonceille), 3rd Class Gunner, USS *Pennsylvania*, born on June 14, 1921 at Clyde, TX. He graduated from high school and joined the Navy in June 1940. He served on the USS *Pennsylvania* and the USS *Thompson*. His memorable experience includes the attack on Pearl Harbor, Attu 1943, the Invasion of Normandy and Southern France, and the convoy duty in the Atlantic.

He received the Navy Unit Commendation, Victory Medal, American Defense, American Theater, Good Conduct Medal, Asiatic-Pacific, and European-African-Middle Eastern Medal.

He was discharged on July 1, 1943. He is married and has three children and one grandchild. He worked for the Sun Oil Company for 35 years and retired on Jan. 1, 1981.

LEWIS DOMER TEMPLE, S 1/c, USS *Missouri*, born March 16, 1928 in Danville, PA. Enlisted in Navy May 23, 1946. Discharged March 13, 1948.



Remembers crossing the equator and the Arctic Circle.

Married March 14, 1949. They have six children. Retired Jan. 1, 1990.

JOHN A. TESTA, RM 2/c, USS *Indiana*, born July 31, 1924 in Brooklyn, NY. Enlisted in Navy Aug. 24, 1942.

Military locations and stations: NTS, Newport, RI; USS *Indiana*; Subchaser Training Center, T.I., CA; USS *Catron*; USS *Portsmouth* and NAS, Port Leyte, French Morocco.

Received the American Area Medal, Asiatic-Pacific Medal, C.R. Presidential Testimonial Medal and WWII Victory Medal.

Discharged USNH Bethesda, MD. One hundred percent disabled because of head injury.

Married in June 1970. Has five step children and two grandchildren. He is a disabled veteran.

EUGENE E. THOMAS, Chief Radioman (RMC), USS *Pennsylvania* (BB-38), born May 29, 1920, Dinuba, CA. Graduated Fresno High School in January 1938. Enlisted in the Navy and assigned recruit training at USNTC San Diego February 1938.

Served aboard following ships and stations: USS *Pennsylvania* (BB-38) May 1938-April 1940; Base Radio NAS Ford Island, Pearl Harbor T.H., April 1940-February 1943; DRACO AK-79 February 1943-October 1944; PC-777 November 1944-March 1946; Service School Command, Master-at-Arms, Great Lakes, IL March 1946-July 1947; Naval Communications Station, San Francisco, CA August 1947-February 1950; Staff Commander Destroyer Sdn. 9 in *Mansfield* (DD-728) and *DeHaven* (DD-727) February 1950-June 1952 (two tours Korea 1950-1951); Staff Commander Cruisers-Destroyers Force, Pacific Fleet in *Dixie* (AD-14), *Prairie* (AD-15) and *Piedmont* (AD-9) June 1952-November 1955; Jood Naval Receiving Station, San Diego, CA November 1955-August 1957; retired August 1957 as Chief Radioman.

Received following Ribbons and Medals: Navy Unit Commendation; Good Conduct (two Stars); American Defense (Base Clasp); Asiatic-Pacific Theater (two Stars); American Theater, WWII Victory; Navy Occupation (Asian Clasp); China Service and Korean Service (three Stars), National Defense; Korean; Presidential Unit Citation.

After discharge, moved to Los Angeles, CA, with wife and two daughters. Worked as bus-streetcar operator for Los Angeles Transit Lines. Was promoted to Division Dispatcher and retired in June 1978 after 20 years.

Moved to Astoria, OR. Worked for 18 months as Police-Fire Dispatcher. Later drove city bus for a year. In 1979, took flying lessons and bought a plane. His wife and he enjoyed flying for about five years, then sold plane and bought a motor home. Now they are involved in Oregon Park Systems and County Historical Society.

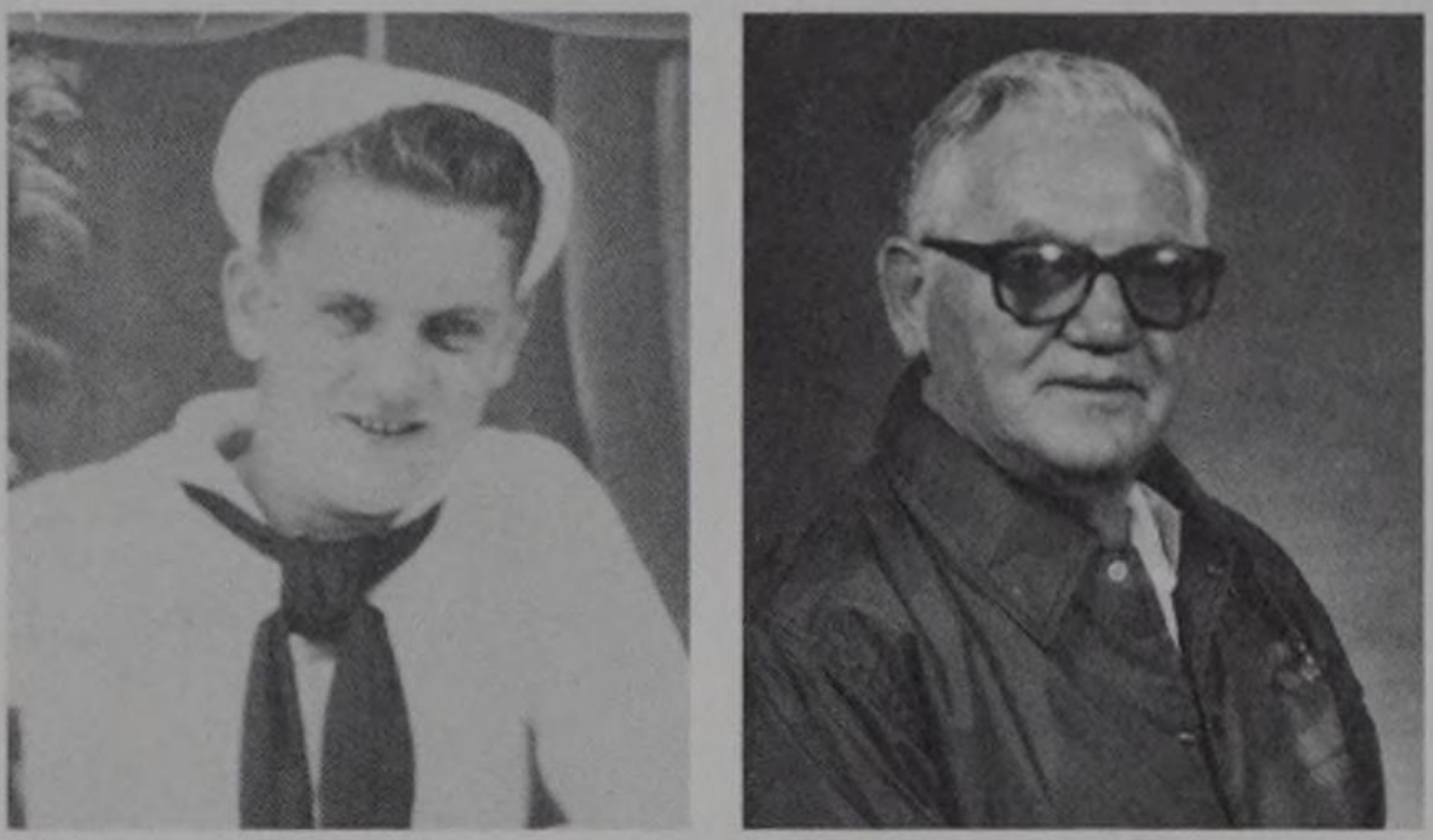
ROBERT M. THOMAS, Water Tender 2/c, USS *Mississippi* (BB-41), born July 18, 1926 in Nashville, TN. Enlisted in Navy Aug. 4, 1942. Training station in San Diego, CA. Discharged July 11, 1946.

Received the Navy Unit Commendation, Asiatic-Pacific Area Campaign w/one Silver Star and two Bronze Stars, Philippines Liberation Ribbon w/two Bronze Stars, WWII Victory Medal, Good Conduct Medal and Navy Occupation Service Medal with "Asia" Clasp.

Married Marie in 1951. They have one son, Mike and one daughter, Kimberly. Retired after 30 years with T.V.A. and three years in Arabia with DRAVO Corp.

CHARLES P. THOMMEN, SR., Gunners Mate 1/c, USS *New Jersey* (BB-62), born June 10, 1922 in Baltimore, MD. Attended school in Baltimore, MD. Enlisted in the Naval reserve in Baltimore in 1940. Called to active duty on Jan. 16, 1941.

Served from 1941 to March 1943, 10th Naval District in San Juan P.R. and Submarine Base, St. Thomas, V.I. March 1943, transferred to Philadelphia Navy Yard, assigned to USS *New Jersey* (BB-62).



Participated in 11 major engagements in the South Pacific as Mount Captain on Twin 5; 38 Gun Mount 4th Div.

After discharge in October 1945, joined the Baltimore Police Dept. in October 1946 to Dec. 2, 1971. Retired as a Detective Lieutenant in Robbery Squad. Received 29 commendations on various cases solved.

In 1972 employed by the State of Maryland as instructor of Driver Rehabilitation Clinic. Later as an investigator for the Maryland Motor Vehicle Administration and then transferred as Court Commissioner for Anne Arundel Co., MD. Retired in 1982.

Member of USS *New Jersey* (BB-62) Veterans organization and USS *New Jersey* (BB-62) Historical Museum Society.

WILLIAM F. THOMPSON, Cmdr., USS *Texas* (BB-35), USS *Alabama* (BB-60), USS *New Jersey* (BB-62), born Sept. 4, 1915 in New York, NY. Manhattan College. First class of V-7 commissioned Nov. 14, 1940 (90 day wonders).

Reported aboard *Texas*, Fahardo Roads P.R. Nov. 29, 1940. Married while on board. Aboard at commissioning of *Alabama* Aug. 16, 1942 and *New Jersey* May 23, 1943.

Seventh Div. Officer (10'3 inch guns on *Texas*). Turret to USS *Alabama*. Turret Officer *New Jersey* retired as commander April 30, 1961.

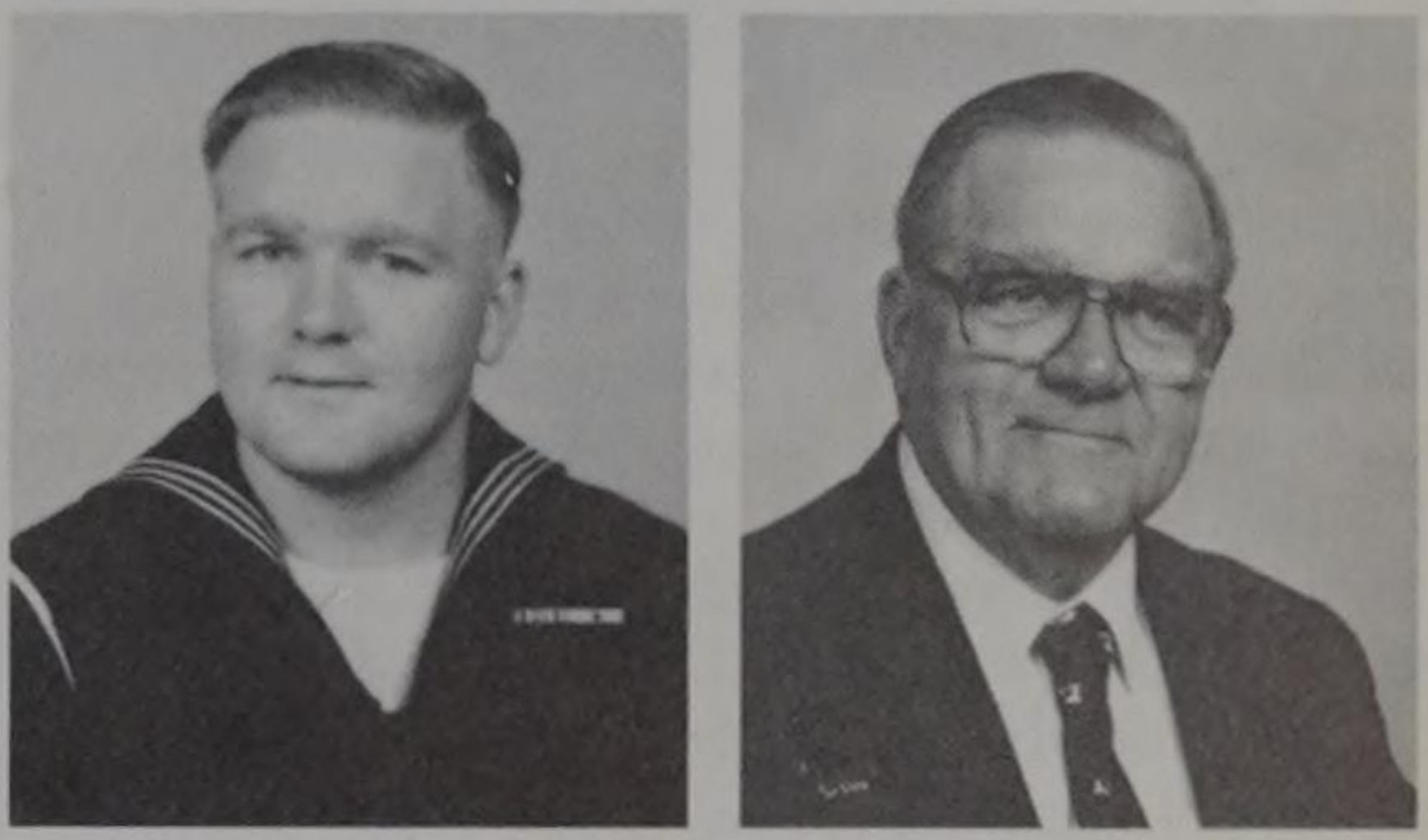
Has children, three boys and three girls. Sons - William Jr. - Lance Cpl. USMC and Guantanamo, Cuban Crisis. Robert - USNA 1967 served Vietnam as Lieutenant. Timothy - Lt. (MSC) on Staff Cincnaveur London.

Happiest BB - by far the Mighty Drisonought (called that before WWII) USS *Texas*.

His beautiful bride of 45 years died November 1967.

WILTON N. THUNELL, Quartermaster 3/c, USS *South Dakota* (BB-57), born Dec. 26, 1923 in Malden, MA. Enlisted in regular Navy (six years) Dec. 15, 1942. Boot training (Co. 42) and Service School (Quartermaster) at Great Lakes, IL.

Assigned duty on USS *South Dakota*, Dec. 18, 1943, served until USS *South Dakota* (Battleship X) was decommissioned in Philadelphia, PA (1946). Served next two years with the 16th Fleet, New York and Florida Groups (Moth Ball Fleet). With all rates frozen and no advances. Completed six years hitch and discharged at Philadelphia, PA. Dec. 13, 1948.



Awarded WWII Victory Medal, American Area Campaign Medal, Good Conduct Medal, Asiatic Pacific Area Campaign Ribbon (one Silver, three Bronze Stars or eight Bronze Stars).

While aboard USS *South Dakota* took part in many strikes and bombardments in combat operations.

Retired Plant Maintenance Engineer from Kennecott Copper Corp. and now lives on Cape Cod, MA. Boat, fish, golf and part-time Bridge Tender.

RICHARD A. TICKSMAN, EM 2/c, USS *Missouri* (BB-63), born Nov. 5, 1917 in Seattle, WA. Moved to Oakland, CA, 1923 where he attended grades one through 12. Joined the U.S. Navy, Sept. 19, 1940. Completed boot camp, Co. #40-72, and was assigned to USS *Tennessee*.

After much persuasion, by his brother Paul who was a U.S. Marine stationed at the Cavite, P.I. Navy Yard, volunteered for the Asiatic Fleet. Was assigned to the USS *Tulsa*, an ocean going gun boat. The *Tulsa* left Cavite Dec. 10, 1941. His brother went through the Bataan Death March and died in Osaka, Japan prison camp.

Left the *Tulsa* Jan. 1, 1944 for Stateside FFT. Was transferred to the Brooklyn Navy Yard for precommissioning duties of the USS *Missouri*. Was fortunate enough to commission it and serve aboard it until shortly after the surrender ceremonies.

Remembers very vividly the day they caught the kamikaze. He was assigned to the 5" Mount #3, and saw the deck below was afire from gasoline from the plane. Fortunately the shell scuttles were closed in time before fire got into the interior of their mount.

Now a retired Oakland, CA Police Officer of 28 years, married, living in the Napa Valley and enjoying life along with his daughter and two grandsons. Also enjoyed re-commissioning ceremonies of "Mighty Mo"

(BB-63), May 10, 1986, and dedication of new surrender plaque, August 1989.

RICHARD J. TILLO, S 1/c, USS *Idaho* (BB-42), born in Hileno, MT Oct. 19, 1926. Enlisted in the USN on Aug. 18, 1944, N.T.C. Farragut, ID, USS *Idaho*, PSC USNP Bremerton, WA.

Received the American Campaign Medal, Asiatic-Pacific Campaign Medal with two Stars, Philippines Liberation Ribbon, and the WWII Victory Medal.

At the height of one attack, a bomb laden kamikaze splashed aboard port side. This was the fifth and last plane they shot down during a wild four minutes at Okinawa. Was especially conscious and proud of the *Idaho* as they entered Sagomi Wan, the approach to Tokyo Bay.

Achieved the rank of S 1/c and was discharged on June 25, 1946.

On June 6, 1947, he was married to Jeanne Boucher and he has been self employed the last 30 years as a wheel alignment and brake specialist. Retired on Feb. 1, 1986.

ARTHUR TIMM, USS *Mississippi* (BB-41), EAG 128 SNL1, USNR, 1952 enlisted St. Paul, MN. 1952 USNTC Great Lakes, IL boot camp. 1953 USS *Portage*. 1953/54 Seaman Guard Great Lakes, IL. 1954/55 USS *Mississippi* Ex Div. Released active duty August 1955.

Active in Naval History, Museums and Great Lake History. Thirty four years in the transportation industry. Seven children and 12 grandchildren.

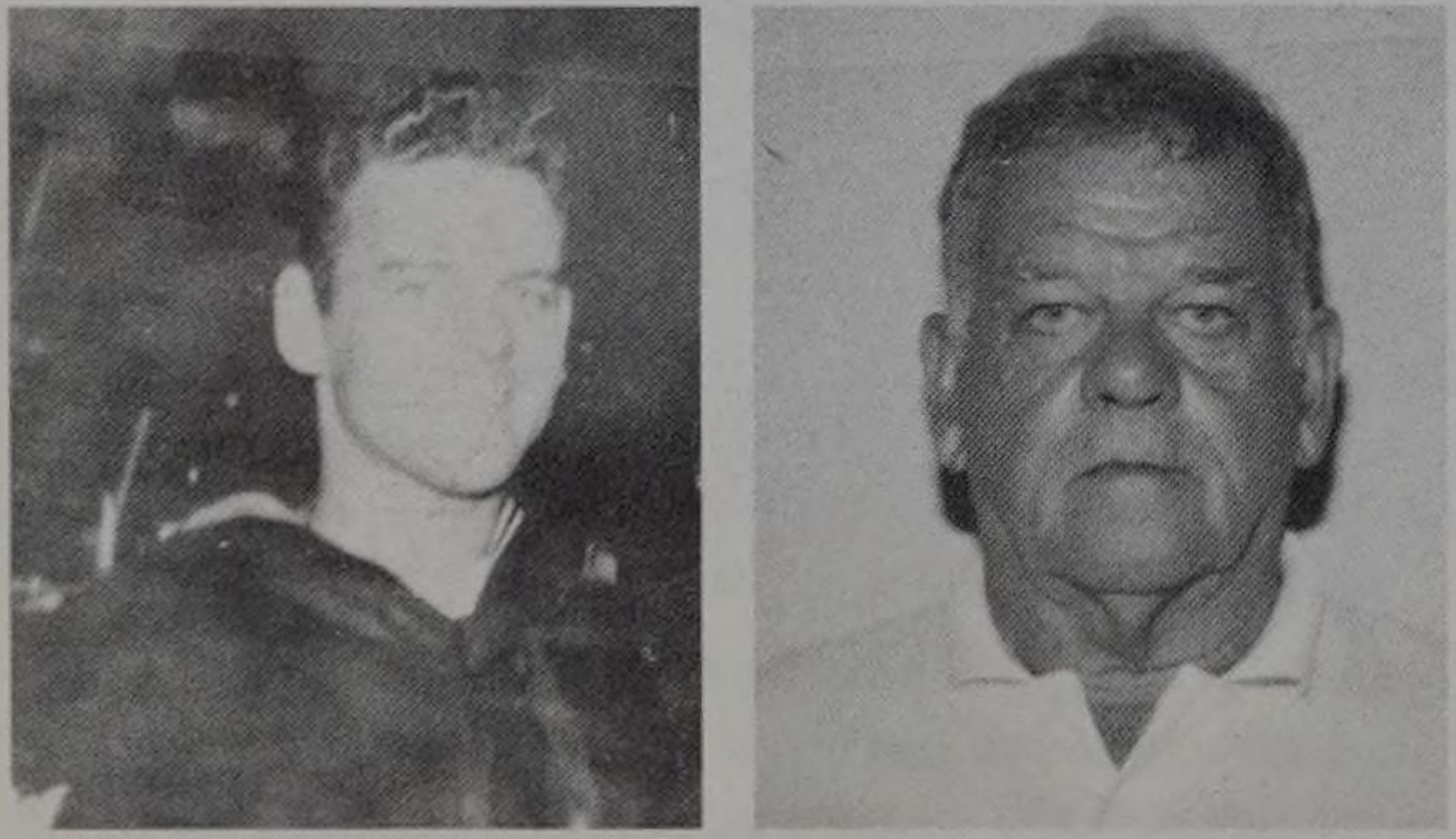
JOHN H. TIMMONS, USS *Tennessee*, served about three and one-half years in the U.S. Navy, aboard the USS *Tennessee*. Received discharge in December 1945, and returned to Waxahachie, TX.

Married in July 1946 in Waxahachie, and his wife and he will soon celebrate their 43rd wedding anniversary. After getting married, enrolled in college. They have two sons, one is on the Los Angeles Police Dept. and the other is employed by Haliburton Services overseas. Both sons served in Vietnam, both are married and they have three grandchildren.

He retired from the Corpus Christi, TX Police Dept. in 1971 as a Detective Sergeant, and moved to Vernon, TX and went into business for himself. In 1983, sold business and retired because of his health.

DAWSON P. TODD, FC 3/c, USS *New Jersey*, born May 13, 1921 in Birmingham, AL. Enlisted in Navy January 1943 boot camp in Great Lakes, IL.

Participated in South China Sea Operations, Iwo Jima Campaign, Okinawa Campaign, engagements of Kwajalein, Eniwetok, Truk, Mille, Palau, Woleai, Aitape, Hollandia, Bonins, Marianas, Western Pacific, Palau Campaign, Philippines Campaign, Manset Islands and Formosa.

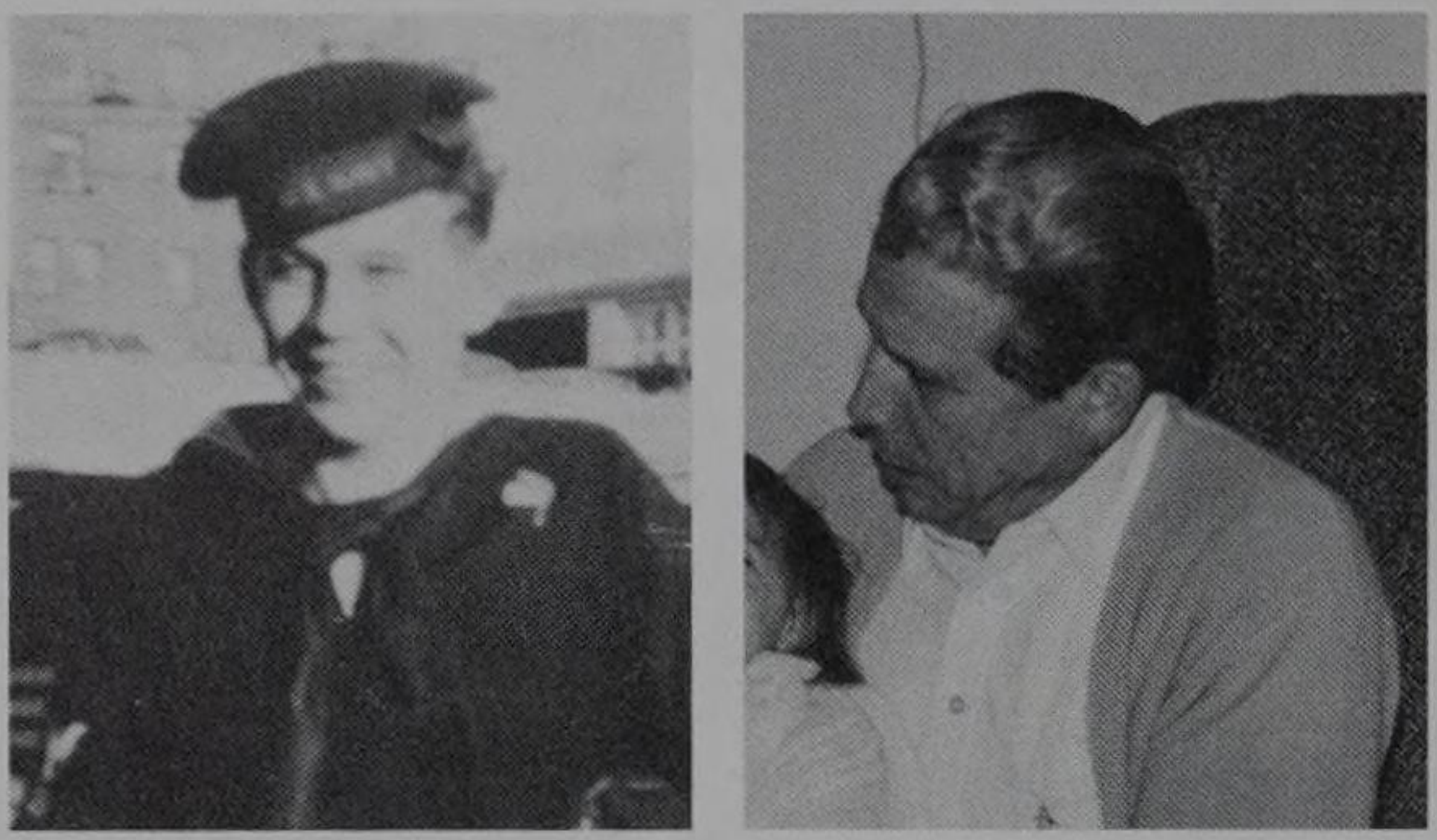


Received following awards: Asiatic-Pacific w/nine Stars, Philippines Liberation w/two Stars, American Theatre and Victory Medal.

Discharged Jan. 17, 1946. Re-enlisted May 7, 1947 for four years. Ordered to inactive duty.

H.R. TOMLIN, (Pinky), BMIC, USS *Tennessee* (BB-43), born March 6, 1922 in Fitzgerald, GA. Enlisted in Navy Aug. 20, 1940.

Reported aboard October 1940. As he climbed the gangway they called away the Admiral's barge. Had to hurry up the ladder and stand at attention and salute under turret 3 and 4. He was impressed! Was assigned to the 2nd Div. and battle station was pointer on the left gun turret 2. Hearing is still bad.



At Pearl on December 7, the USS *Tennessee* should have been outboard. The West Virginia made the navigable mistake and the Harbor Master got upset and put them inboard, and they were upset until Sunday morning. During the lull between bombings, Seaman V.L. Merillat said "Pinky if we live through this won't we have something to tell our grandchildren." Thought at the time what an odd thing to say. He now has video tapes of the Pearl Harbor Attack and his two granddaughters, Angela and Michelle, watch it with him and ask all kinds of questions.

Made ICBM on Sept. 1, 1943 and was transferred to become I Div. "Boats". Warrant Boatswain Hattchet said he was the youngest BMIC in the Navy at the time.

Discharged Aug. 19, 1946. If there ever was a better crew he would like to know the name of the ship. A reporter asked him what impressed him most during the war, his answer was the men and the officers he served with!

His wife and he are hosting the USS *Tennessee* Reunion in San Mateo on June 10, 1990 at the Marriott Hotel.

Has been married for 47 years. Has two children and two grandchildren. Retired Jan. 1, 1989 as a supermarket owner.

RICHARD LEON TOWLE, USS *Missouri* (BB-63), born Nov. 9, 1927 in Concord, NH. Enlisted U.S. Navy in 1945 and served two years, was a Gunners Mate in Turret 1, Powder Hoistman in the center gun. Also volunteered and served in the Landing Force.

Towle is married, three children and six grandchildren and lives with his wife in Concord, NH. Has been 36 years in the insurance field, 18 years as a casualty adjuster and currently active full time in his own multiline independent insurance agency.

WILLIAM L. TRENT, (Eddie), LCDR, USS *Oklahoma*, born Sept. 6, 1914 in Havana, IL. Enlisted in Navy January 1934. Attended recruit training at San Diego, CA.

Assigned to USS *Oklahoma*. Played baseball and participated in filming of the movie "Here Comes the Navy." Discharged in December 1937.

February 1938, joined N. American Aviation. Built B-25s and P-51s. August 1940, accepted employment as electrician at Pearl Harbor Navy Yard.

September 1941, recalled to active duty as EM 2/c in F-2 reserve. Assigned to new construction at Bay City, MI. Promoted to CEM and commissioned USS *Brister* (DE-327). Promoted to Ensign and commissioned LST-942. Served in Pacific until end of war. Discharged March 1946 as Lieutenant (jg).

October 1950, recalled to active duty for Korean War. Promoted to Lieutenant Retroactive. Served as Amphibious Observer/Instructor. Discharged November 1952. Joined Org. Surf Unit. Completed 20 years of service.

Retired Dec. 31, 1980 from PSNS. Is Life Member of Troa National and Kitsap Co. Chapter in Washington and member of USS *Oklahoma* Reunion Assn. Works part time as a golf course ranger.

ELMER D. TROXCIL, Cpl., USS *Nevada* (BB-36), born in Omaha, NE in 1922. Education consisted of primary school and one year of high school. Quit school to help on family farm. Worked the farm until he was 18.

Joined the Marines in October 1940, in Council Bluffs, IA. Was sent to San Diego, CA, where he underwent boot training. After boot training, was sent to Sea School, for training for duty aboard USS *Nevada*.

After completion of training, was put aboard the USS *Nitro* at San Diego for Transportation to USS *Nevada*. It was to have been a five day trip. It took almost three weeks.

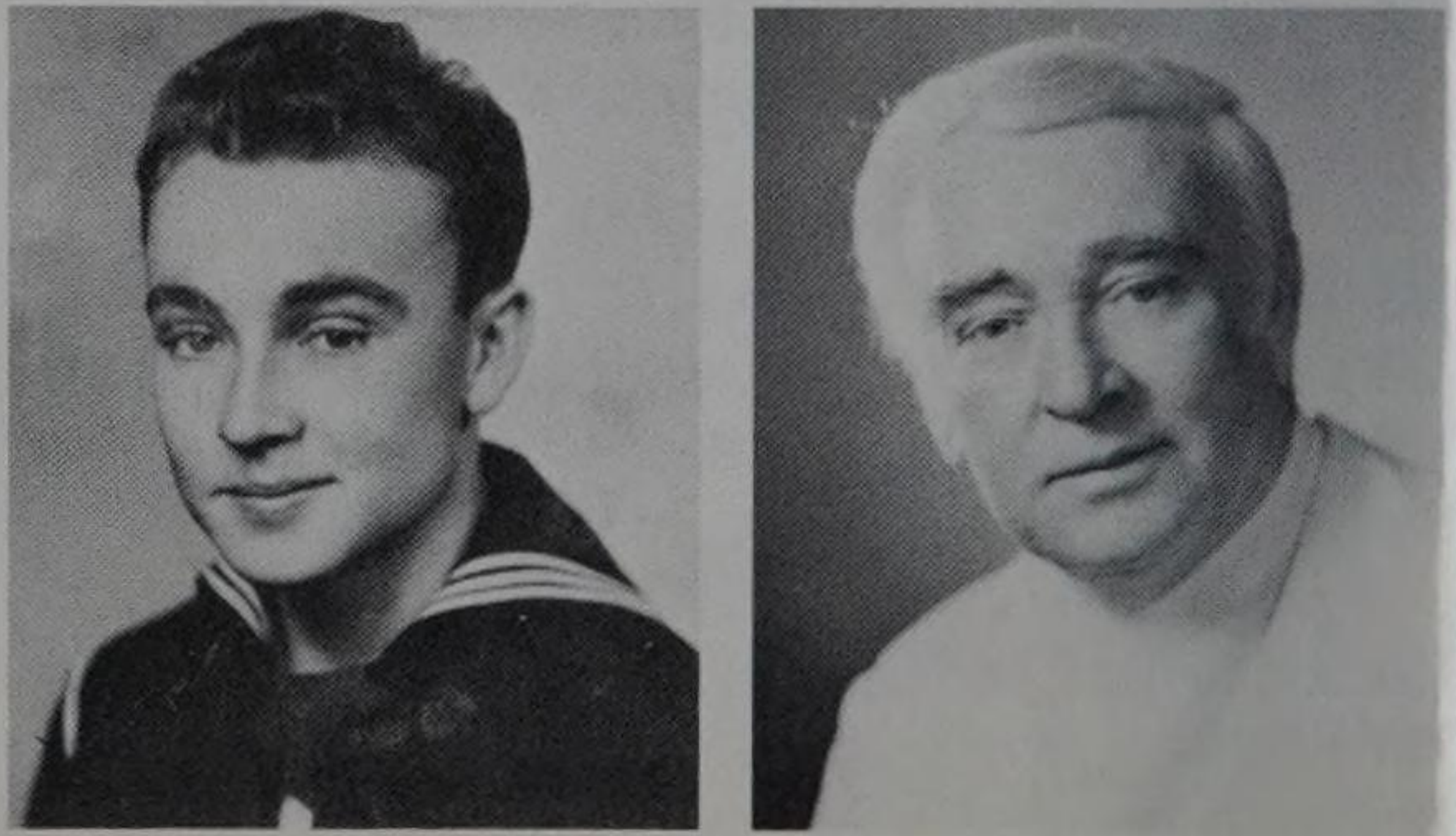
Boarded the USS *Nevada* in Bremerton, WA on Feb. 20, 1941. The ship was sent on defensive patrol at Pearl Harbor. They were damaged pretty badly, but were patched up and went under power to Bremerton for repairs. Stayed aboard during the rebuilding. From there, went to Long Beach, CA. He was then transferred to San Diego, CA. March 8, 1943, as a drill instructor (a DI that is). He was there about eight or nine months, then sent to the Pacific where he touched down on Noumea, Baniko, Russel Islands, Guadalcanal, Kwajalein, Eniwetok and Guam. Was discharged December 1946.

Drove a truck for 32 years for the same company until retirement in 1978.

MICHAEL R. TUCKER, MM 3, USS *Iowa* (BB-61), enlisted in the Navy October 1948 Chicago. Assigned to USS *Iowa* 1951-1953 Korean Campaign. Discharged September 1953.

Is currently employed as Power Plant Superintendent FSC Paper Co. LP Alsip, IL.

FRANCIS W. TURNER, USS *Nevada* (BB-36), born in Lamar County Dec. 15, 1921. Raised in Texas Panhandle. Enlisted in Amarillo, TX May 1942. Boot camp in San Diego. Was a banker in civilian life. Was assigned to the *Nevada* at Bremerton, WA June 1942. Was a banker in Ship Service. Rejoined fleet in December 1942. Made the Aleutian Campaign in April 1943 Adak, Attu, and Kiska. Sailed to Atlantic and did convoy duty to Ireland and Scotland. In November 1943 was transferred to San Diego and boarded the troop transport USS *Wayne* (APA-54) where he took part in the following combat operations: Eniwetok, Kwajalein, Guam, Saipan, Peleliu, Leyte, Lingayen



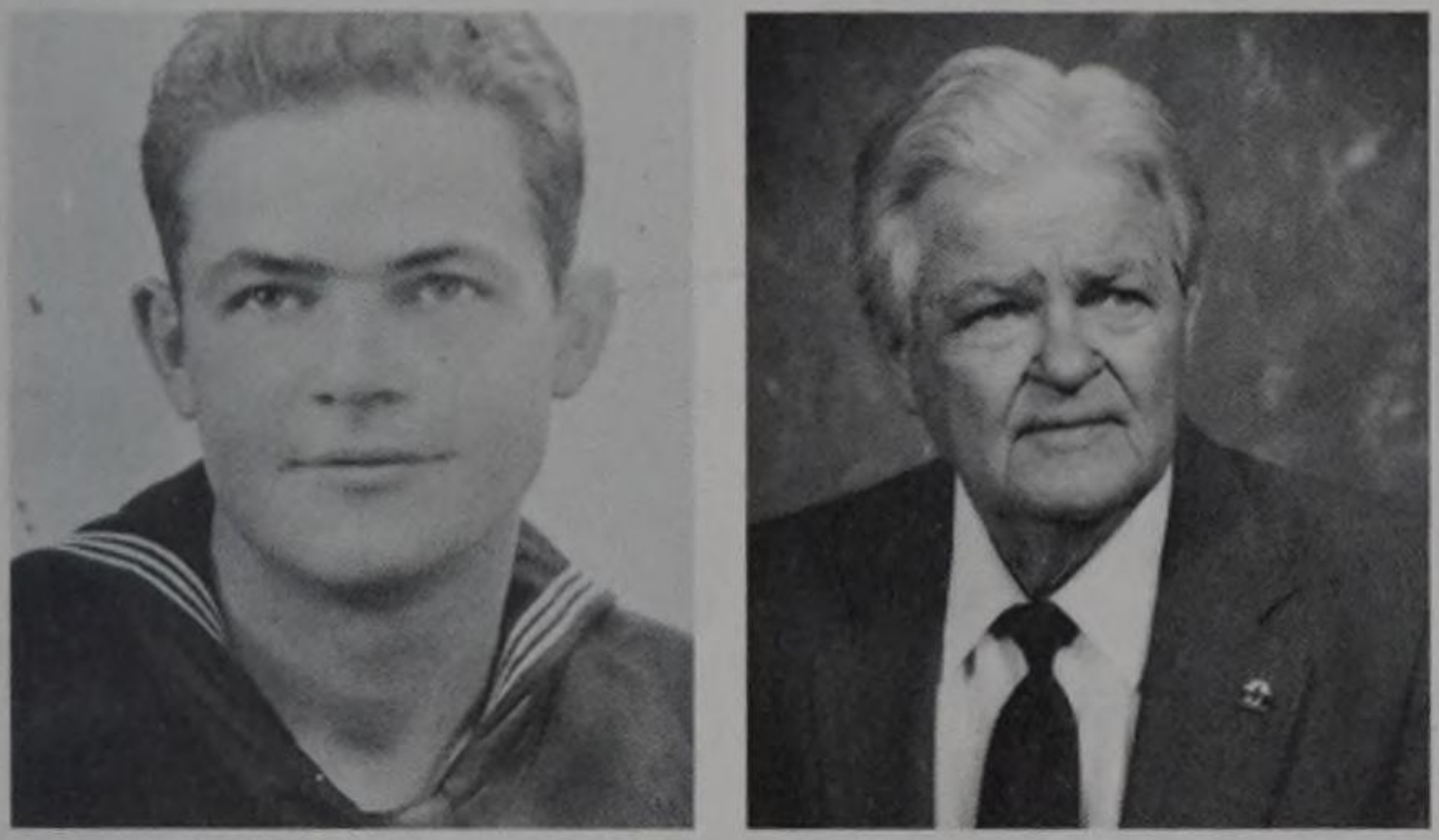
and Okinawa. From Okinawa in May 1945, they brought back to the States, 1200 sailors whose DDs and DEs had been sunk in South China Seas. Was transferred again to Algiers Navy Base in New Orleans. Was discharged in San Pedro, CA November 1945.

Moved to Denver, CO in 1950. He is now a banker in the Brown Palace Hotel in Denver and has been there since June 1956, over 32 years.

The *Nevada* probably saw more action than any battleship in U.S. Navy history. They nicknamed her "The Cheer Up Ship" at Pearl. She was the target ship at the Bikini Hydrogen Bomb Tests and even the "bomb" couldn't sink her. She took a kamikaze at Iwo Jima.

He is a member (active) of the *Nevada* Assn. Many fond memories.

RAY TURNER, Signalman 2/c, USS *Oklahoma*, born Feb. 18, 1921 in Red Oak, OK. Enlisted in Navy Jan. 20, 1941. Stationed at San Diego Training Center. Also served aboard *Louisville* and *Phaon*. Discharged Jan. 2, 1947.



Remembers Pearl Harbor.

THEODORE TROUPE TURNER, (Ted/T3), SM 1/c, USS *Idaho* (BB-42), born Dec. 25, 1921, Las Vegas, NM. Attended schools in Las Vegas including one semester at New Mexico Highlands University. Enlisted in the regular Navy July 1, 1942 in Glendale, CA. Discharged Dec. 16, 1946 at Norfolk, VA. Graduated from Signal School USNTS, San Diego, CA with SM 3/c rate. Served aboard the USS *Idaho* (BB-42), FA COMBATCRU LANT (USS *Wisconsin*) and FA COMBATCRULANT (USS *Missouri*).

While aboard the *Idaho*, participated in following engagements: Aleutian Islands, Gilberts, Kwajalein-Marshalls, Efate Islands, Kavieng, Saipan-Marianas, Eniwetok and Espiritu Santo where the *Idaho* was the first Battleship to enter a sectional floating drydock, Palau, Iwo Jima and Okinawa.

Earned Good Conduct, American Area, Victory WWII, Philippines Liberation and Asiatic Pacific Area with eight Stars.

Retired from Volkswagen of America-1984. Resides in Jacksonville, FL and works part-time as a bailiff for Jacksonville Sheriffs Office.

MICHAEL TURTURRO, BM 3/c, USS *New Jersey* (BB-62), born June 20, 1928 in Bronx, NY. Enlisted in Navy June 18, 1946. Enlisted again Dec. 20, 1950. Discharged November 1952.

Toured the Mediterranean, visiting all ports in Italy, North Africa, Greece, Turkey, Malta and Gibraltar, while aboard the USS *Providence*. Served aboard the USS *New Jersey* during the Korean War, visiting Japan, Korea, Hawaii, etc.

Married with two children. Works as a mechanical engineer.

HAROLD F. TWILLEY, (Bud), USS *New York* (BB-34), born April 30, 1923 at Eatonton, GA. Enlisted in the Navy in 1941 and reported to the *New York* January 1942. His brother and he enlisted together, remained so until after Atomic Tests at Bikini.

Aboard the *New York*, they made many North Atlantic cruises and took part in the North African invasion. The ship was sent to the Pacific where they participated at Iwo Jima and Okinawa.

Returning from Bikini, served on the USS *Iowa* until he left the Navy in October 1947.

Upon separation, went to work in a Radar Test Unit for North American Aviation. Attended UCLA studying Engineering. Remained in flight test for 25 years testing airborne radars. Then moved to the Space Shuttle Program in Engineering Management and participated in the pre-flight testing and initial flight launch of the four shuttles.

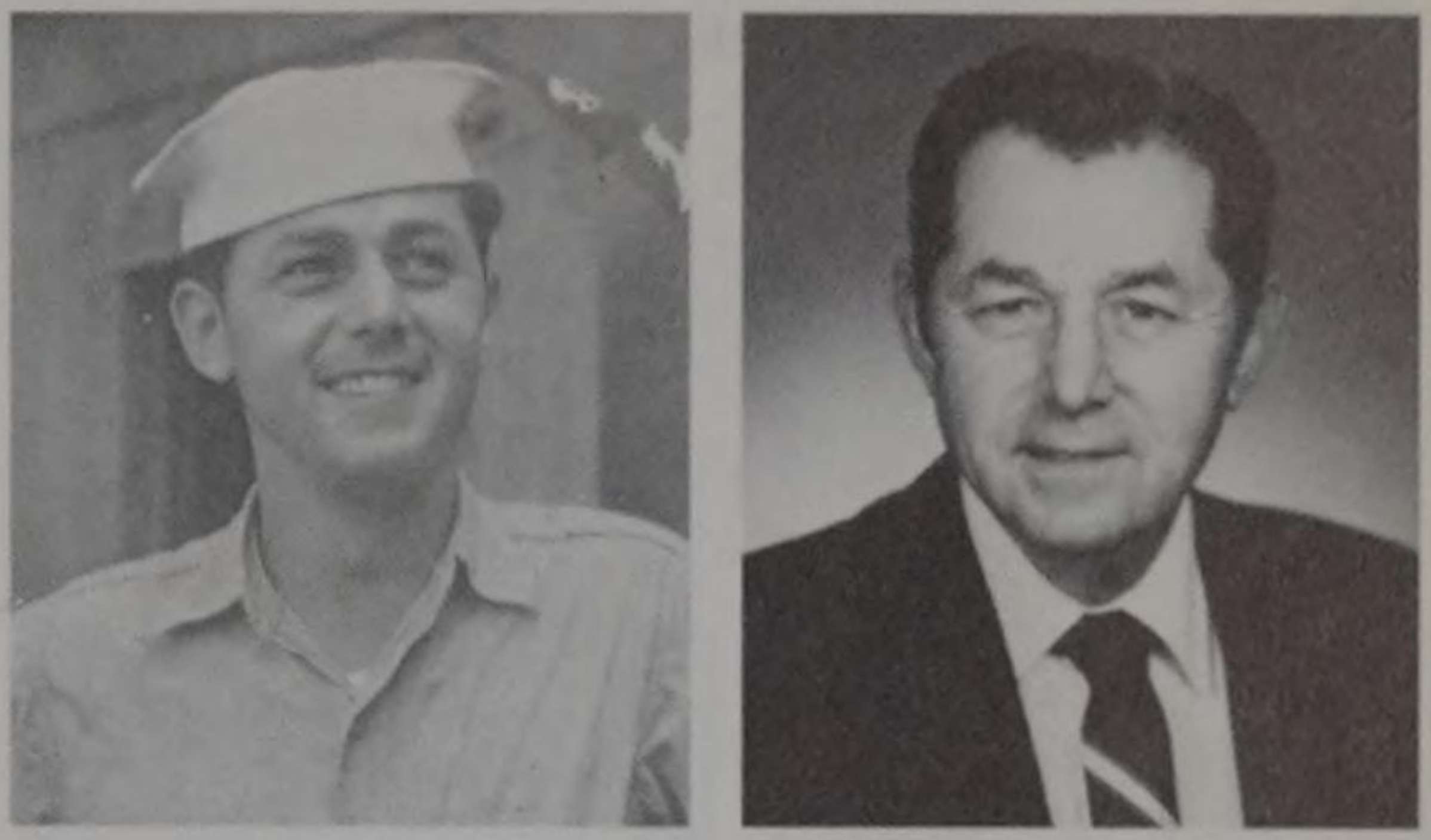
Retired April 1984, after 37 years. His wife and he have four children and ten grandchildren. They now belong to and attend three Naval Reunions each year (USS *New York*, USS *Iowa* and The American Battleship Assn.).

STEVEN UMINA, EM 3/c, USS *Wisconsin* (BB-64), born in Newton, MA Jan. 26, 1925. Entered Navy November 1943. Assigned to Newport, RI boot camp, then to Morehead State Teacher's College in Kentucky for electrical course. Then back to Newport, assigned to USS *Wisconsin*, where crew was being assembled. Then to Philadelphia aboard ship before commissioning. Assigned to IC gang then distribution. Tour of duty in the Pacific until the end of the war. Discharged December 1945.

Married in 1946, four children. Had electrical business until he joined Local 103 in Boston. Now retired. Spends winters at condominium in Puerto Rico. Member Navy League. Has limited access to Roosevelt Rhodes Navy Base.

JOSEPH S. URSO, RDM 1/c, USS *Alabama* (BB-60), born Dec. 19, 1921, Wallingford, CT. Joined the Navy Feb. 7, 1941. Boot training, Newport, RI.

Served aboard USS *Texas* (BB-35). Participated in North Atlantic Patrol and experienced operating 1st Radar in Navy (known as EXAM). Help put USS *Alabama* (BB-60) in commission. Participated in several major campaigns in the Pacific while on board. Attended Instructor-Radar Operator School San Diego, CA. Participated in "Operation Crossroads" Joint Task Force One, Atomic Bomb Test at Bikini Atoll and Marshall Islands while aboard USS *George Clymer* (APA-27).



Medals received: American Defense (Bronze A), American Theater, European-African-Middle Eastern, Asiatic-Pacific (one Silver Star and two Bronze Stars), Philippines Liberation, WWII Victory and Good Conduct.

Honorably discharged Feb. 8, 1947.

Married, proud father of three children, two boys, one girl and two grandchildren. Supervisor - Master Planning and Scheduling at Hamilton Standard Division of United Technologies for 33 years. Retired to Cape Cod, MA 1985. Joined USS *Alabama* Crewmen's Assn. as Honorary Member February 1989. Looking forward to attending his first USS *Alabama* Reunion - April 1990.

THEOPHIL V. VANHEE, SICGM, USS *Missouri*, born Aug. 28, 1926 in Portland, OR. Enlisted in Navy Aug. 29, 1943. Discharged March 1946.

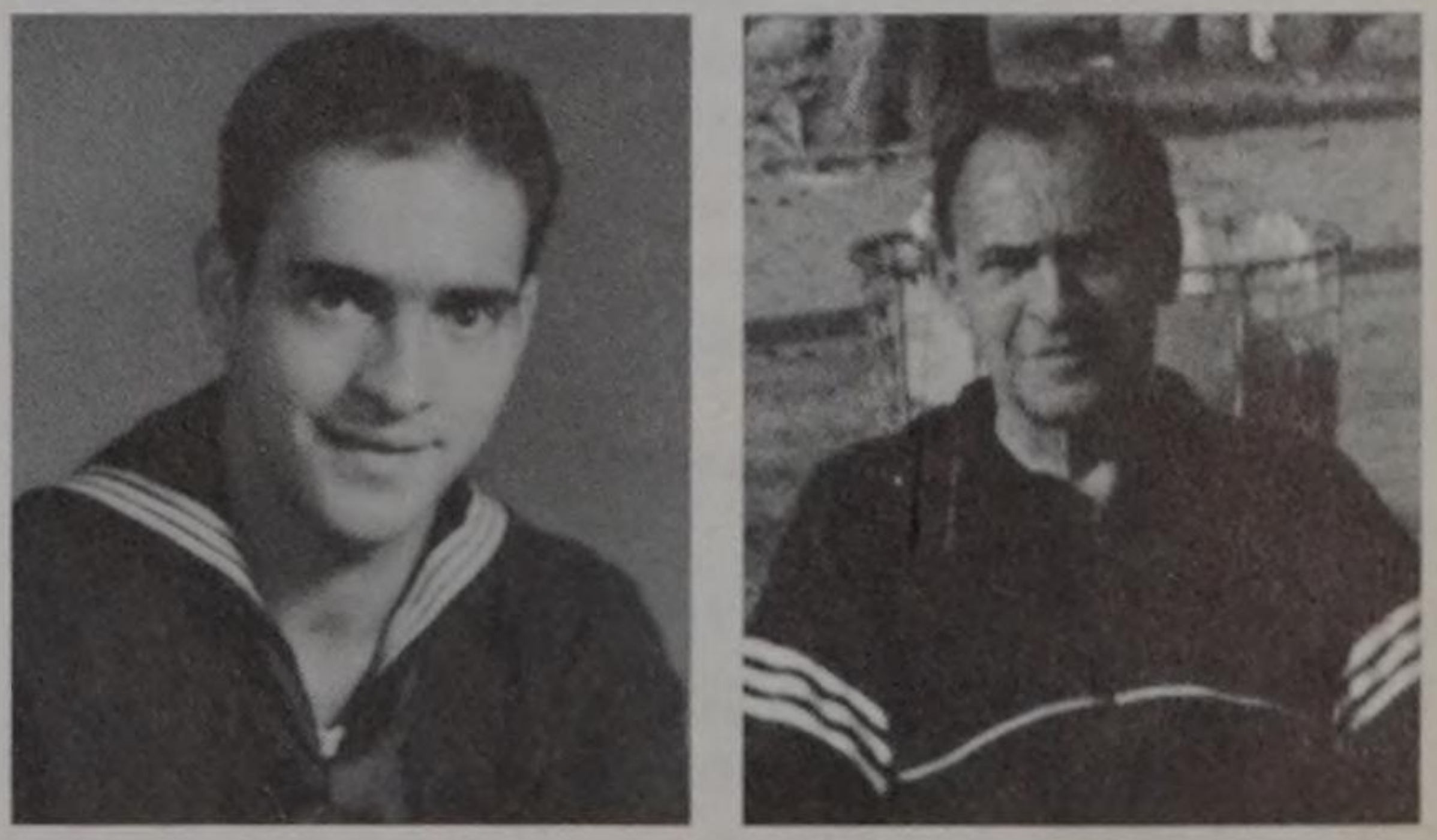
Served aboard the USS *Jacard* (DE-355) and the USS *Missouri*.

Remembers being a witness to Japanese surrender aboard USS *Missouri*.

Married with nine children and seven grandchildren. Works as a truck driver.

JAMES VAZQUEZ, Quarter Master First Class, USS *North Carolina* (BB-55), born in New York City on Dec. 5, 1920. Finished high school in 1937 and entered the U.S. Army that year. Served until 1941 in the 212th Coast Arty., then enlisted in the U.S. Navy in March of 1941 and attended recruit training at Norfolk Naval Training Station, Norfolk, VA. After eight weeks training, was assigned to the USS *North Carolina* which was still under construction at the Brooklyn Navy Yard in New York.

Was assigned to the 5th Div. and then, after a year, was transferred to the N Div. and was rated 3/c QM then to 2/c QM working on Navigation Charts. Sailed the North Atlantic until the war, then went to the Pacific to take part in the following combat operations: Guadalcanal, Tulagi, Solomons, Gilbert Islands, Tarawa, Makin Mars, Hall Islands, Guam, just to name a few.



Left the *North Carolina* in 1944 when she was at Pearl Harbor. At Pearl Harbor, went to submarine school, did one patrol of eight months and was sent to San Diego for small craft training. Was then assigned to YNS 427 as QM 2/c and returned to Okinawa to mine sweep the coast of Japan until 1947. After that, returned to Seattle, WA to decommission the YMS-427.

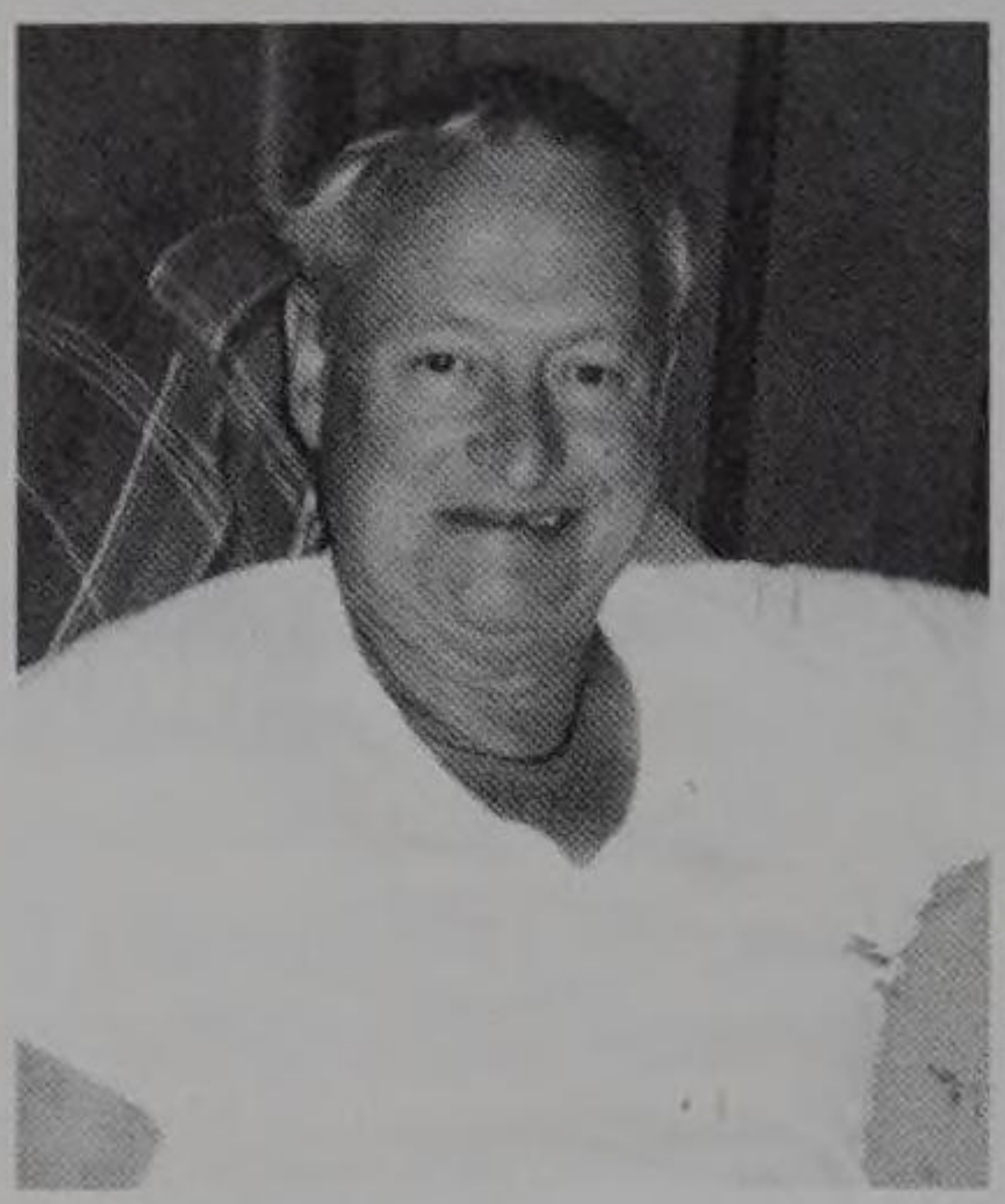
Next ship was the USS *Iowa* for six months then the USS *Miami* until discharge in 1948 as QM 1/c.

Married on Feb. 14, 1942 and has two sons, Patrick and David, and a terrific little grandson, Danny, who is six years old. His son Patrick served in the U.S. Army and his son David served in the U.S. Navy.

His wife Gladys and he have just celebrated their 47th anniversary and are both retired.

THOMAS VERNON, S 1/c, USS *Idaho* (BB-42), born Sept. 5, 1926 in Ottumwa, IA. Attended Parsons College. Enlisted in Navy August 1944. Discharged May 1946.

Remembers the invasion of Iwo Jima and Okinawa and being in Tokyo Bay during Japanese surrender.

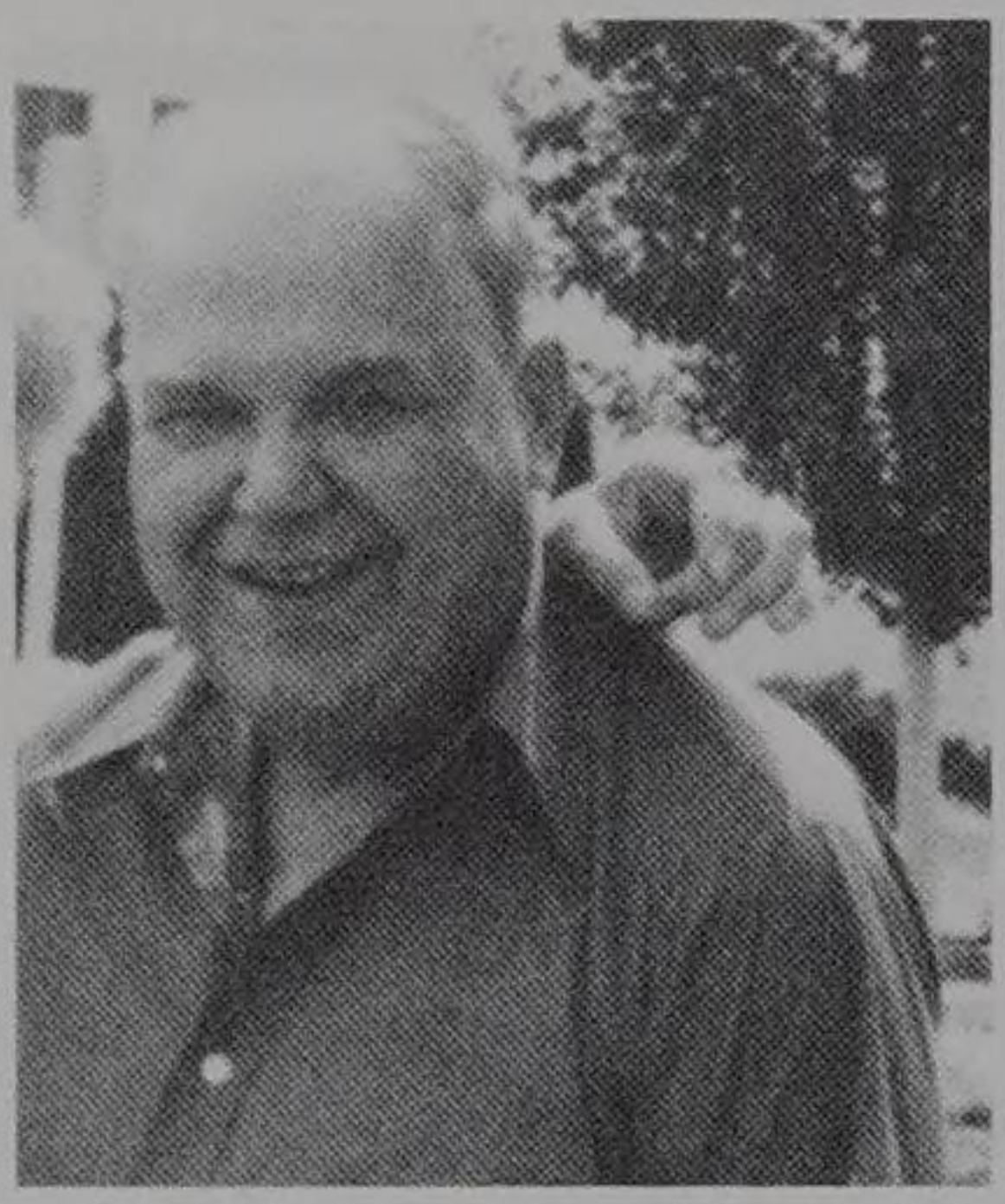


Received the American Campaign Medal, Asiatic-Pacific Campaign Medal, WWII Victory Medal and Philippines Liberation Medal.

Married with five children and six grandchildren. Retired Dec. 28, 1989 from the meat industry where he was in sales and marketing.

RICHARD VINAR, Storekeeper 1/c, USS *Indiana*, born Dec. 2, 1925 Eagle Bend, MN. Attended 11 years school in Eagle Bend. Joined Navy Dec. 4, 1944. Discharged Dec. 16, 1946.

Completed boot camp at Great Lakes Naval Training Station. Took troop train to Treasure Island. Left States on troop ship to Caroline Islands and boarded USS *Indiana* May 4, 1945. Went on operations May 9. Came back to port June 10 in the Philippines. Left on another operation July 1. Stayed out until September 5 when he came into Tokyo Bay. Left Tokyo Bay September 14 for Pearl Harbor.



The thing he remembers most is the typhoon on June 5, 1945. That was the second time he got seasick. The first time was when he left Treasure Island.

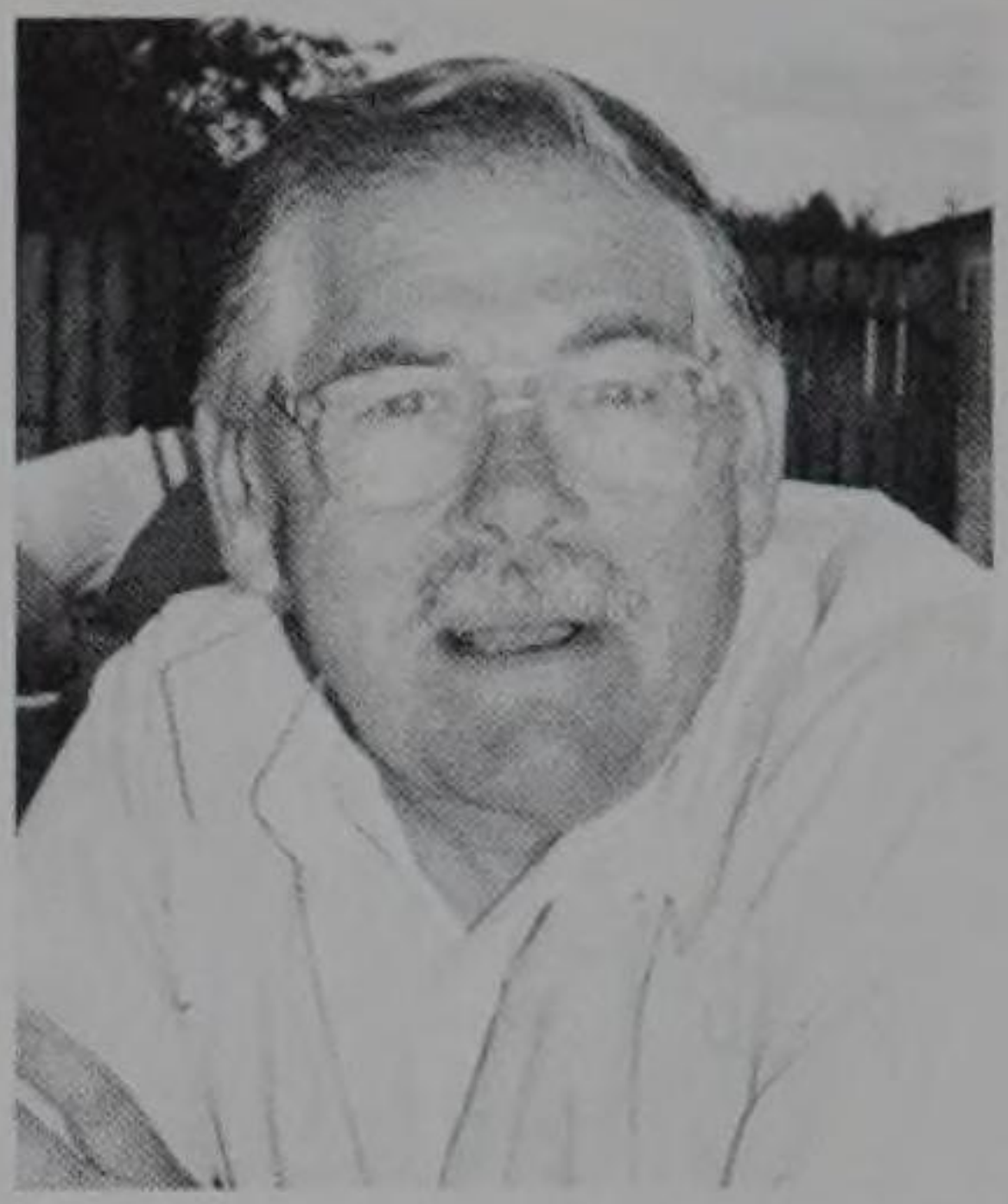
After having odd jobs, started driving bus for Twin City Lines-now Metropolitan Transit on Nov. 22, 1950 - retired early March 16, 1985.

Bought a tobacco shop from one of his boys which he still has in downtown St. Paul skyway. Married 41 years, seven children-five boys, two girls, 12 grandchildren.

WILLIAM LEE VINCENT, Chief Boilerman, USS *South Dakota* (BB-57), born Dec. 26, 1926 in Tacoma, WA. Enlisted in Navy April 11, 1944. Discharged Oct. 20, 1947. Enlisted again April 27, 1954. Discharged July 3, 1969.

Served aboard USS *South Dakota* (BB-57), USS AP4 (46), USS LST (843), USS *Rombach* (DE-364), USS *General William Mitchell* (T-AP-114), USS *Enterprise*, CVA (N) 65 and USS *Dubuque* (LPD-8).

Awards received: Good Conduct Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal, WWII Victory Medal, Navy Occupation Service Medal, China Service Medal, National Defense Service Medal, Vietnam Service Medal, Philippines Liberation Ribbon, Philippines Presidential Unit Citation Ribbon, Republic of Vietnam Meritorious Unit Citation Ribbon and Republic of Vietnam Campaign Medal.



He remembers trying to sleep in a hammock and falling out. Standing on 01 level weather deck and getting soaked by a huge wave in a typhoon.

He is divorced with three children and seven grandchildren. Retired June 1982. Enjoys going to reunions of ships that he served on. He also writes poetry when he feels inspired.

VINCENT J. VLACH, LCDR, U.S. Navy (Ret.), USS *Arizona*, born St. Michael, NE June 19, 1917. Enlisted Omaha January 1937. Training San Diego; assigned USS *Arizona* until March 20, 1942 (closed out sunken ship); then Fleet Maintenance duties; promoted Chief Yeoman permanent October 1943 and Ensign same month; reported to USS *Gambier Bay*. Detached March 1944 to Commander in Chief Pacific for duty Guam when captured. After war, to Chief of Naval Operations. In 1950 to Headquarters Command, ComNavMarianas as Executive Officer. In 1952 to ComSurAsDevDet, Key West. In 1956 to Flag Secretary and Aide to ComPhibGru Three. In 1958 to Commander in Chief Pacific (J2). Retired rank of Lieutenant Commander May 31, 1960.

Paid wife's transportation to Honolulu. She arrived Sept. 3, 1941. He was ashore when *Arizona* was sunk Dec. 7, 1941. If he had not paid her way to Hawaii, he would have been at his battle station in conning tower. There were no survivors from that area.

Employed Rockwell (Autonetics) from 1960 to 1982. Member Sons of American Revolution, Retired Officers Assn., Pearl Harbor Survivors Assn., Fleet Reserve Assn. and National Chief Petty Officers Assn. Married Jeanne Vlach March 1940. Current hobby - Genealogy.

CHARLES A. VOGTNER, CPO, USS *Nevada*, born April 14, 1919 in Mobile, AL. Enlisted in Navy May 25, 1944. Discharged Jan. 6, 1946. Stayed in reserve until April 14, 1979.

Married Ethel Mandeville Aug. 3, 1944. They have three children and six grandchildren. Retired Aug. 1, 1977 from NASA. Deceased April 2, 1990.

LEONARD WADE, USS *Nevada*, born Feb. 27, 1922 in Harrison, AR. Joined the USN Aug. 29, 1940. Trained in San Diego, CA. After training, was shipped to Hawaii on USS *Saratoga* (flat top) and reported for duty on USS *Nevada* at Pearl Harbor. Was put in 1st Div. Deck Crew.

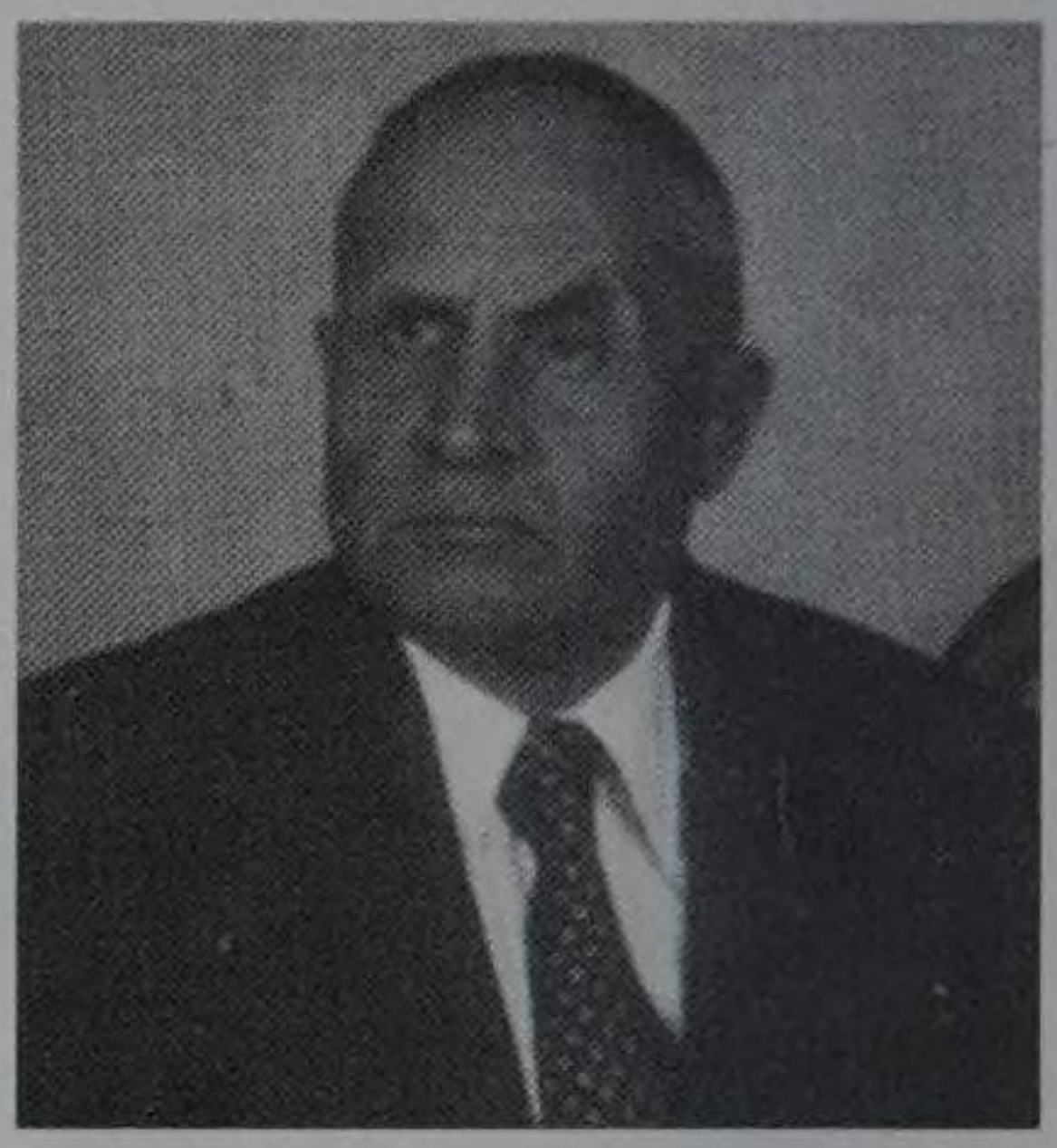
Had an appendectomy on the ship in spring of 1941 during gun practice, got over that and was put in #1 Gun Turret, striking for 3rd Class GM and made 3/c GM in November 1941.

Went through Blitz Dec. 7, 1941. Helped bring BB-36 back to States to Bremerton, WA where he left for new construction. Went aboard USS *Pathfinder* spring of 1942. Surveyed and mapped the canal area as well as Tulagi and other islands.

Landed with an advance crew on Bougainville and surveyed it, was given a Letter of Consideration and made GM 1/c September 1943, was sent to Washington, D.C. spring of 1944 for Gunnery School.

Had malaria when he got to D.C. Went to Bethesda, MD hospital and was there off and on and in Dalgreen, VA Naval Proving Grounds and Naval Yards, D.C. all of 1945. Was discharged Aug. 29, 1946 in Washington, D.C. and was given 4% disability.

JAMES B. WAGONER, ET 1, USS *New Jersey* (BB-62), born June 28, 1929 in Whitehead, NC. Attended elementary school in Laurel Springs and high school in Sparta, NC. Entered in the Navy in 1947 and attended recruit training in San Diego, CA. After recruit training, attended Electronic Material School at Treasure Island, CA.



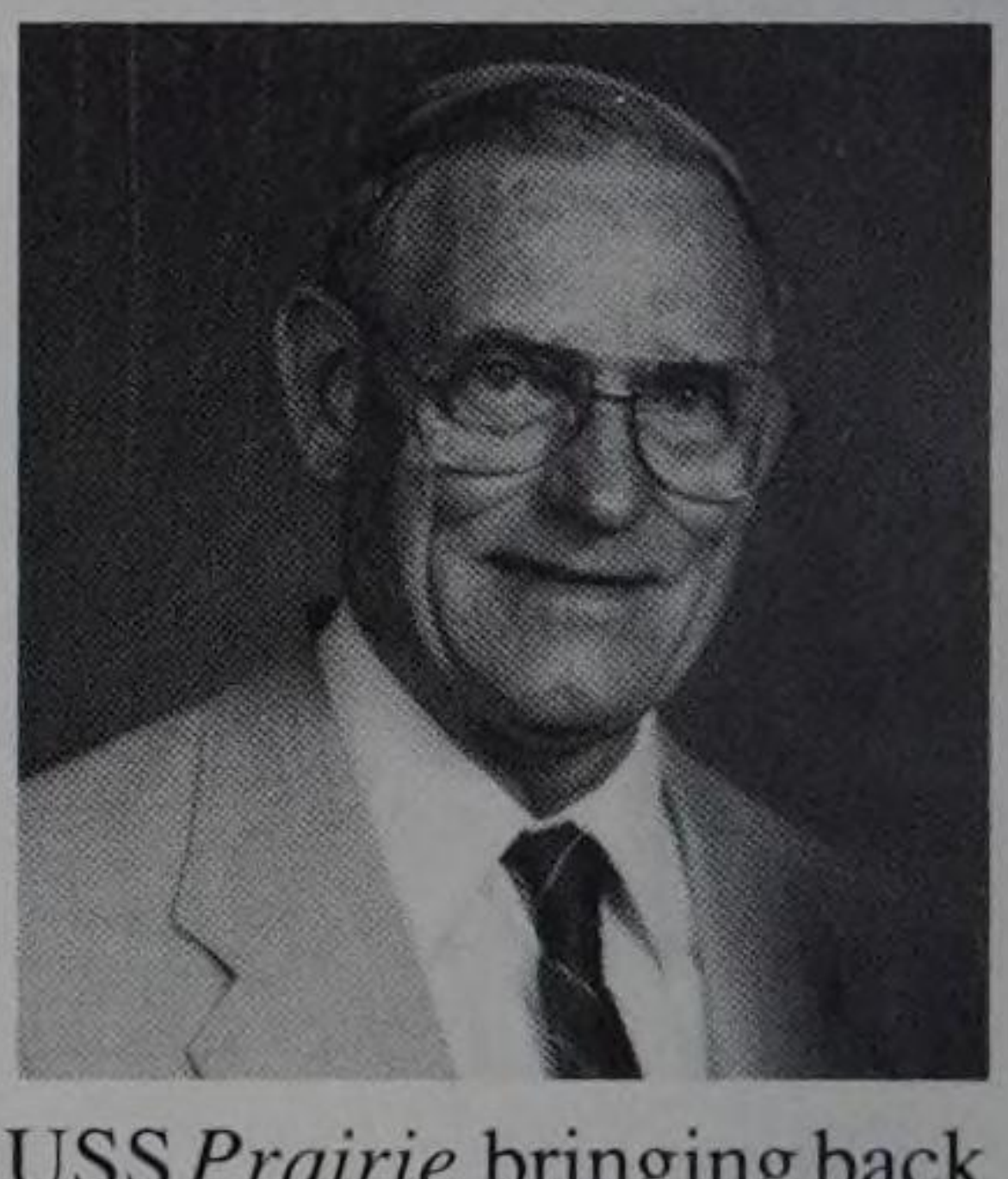
Served aboard the following ships and stations: Navy Weather Central, Kodiak, AK (1948-1950), USS *New Jersey* (1950-1952), N.A.S. North Island (1952-1954), USS *Fort Snelling* (LSD-30) (1954-1956), Navy Station Coco Solo, Panama Canal Zone (1956-1958), Navy Officer Postgraduate School, Monterey, CA (1958-1959), Fleet Training Group, Guantanamo, Cuba (1960) and Disability retired with the rank of ET 1 (1960).

After retiring, worked as supply clerk at Alleghany Memorial Hospital, Sparta, NC 1965-1969.

Member of USS *New Jersey* Veterans Assn., Battleship *New Jersey* Historical Museum Society, and American Battleship Assn.

FRED WALMSLEY, QM 1, born Nov. 9, 1922 in Fair Haven, MA. Enlisted in Navy Jan. 29, 1941. Military locations and stations: Newport, RI, Naval Training Station; U.S. Navy Recruiting Station, Springfield, MA; Naval Air Facility, So. Weymouth, MA; Fargo Building, Boston, MA; Little Creek, VA; Guantanamo Bay, Cuba, U.S. Naval Station and Bremerton Group, Pacific Reserve Fleet, Washington.

Ships served on: USS *North Carolina* (BB-55), USS *Gen. R.M. Blacthford* (PA-135), USS *Harkness* (AGSC-12), USS *Monrovia* (APA-31), USS *Albany* (CA-123), USS *U.M. Moore* (DE-442) and USS *Prairie* (AD-15).



Memorable experiences: USS *Prairie* bringing back a Freedom Bell from Yokohama, Japan to San Diego, CA, Sister City Program. USS *North Carolina* firing nine 16 inch guns broadside on sea trials in 1941.

Medals and Awards: Good Conduct Medals w/six awards, American Defense Medal, Middle Eastern Area, Asiatic-Pacific, Philippine Liberation, European African Middle Eastern and WWII Victory.

Retired from U.S. Navy Sept. 30, 1960. Retired from Scripps Clinic and Research Foundation La Jolla, CA March 1, 1988.

Married to Helen M. Victor Walmsley May 11, 1946. Has two girls and four grandchildren.

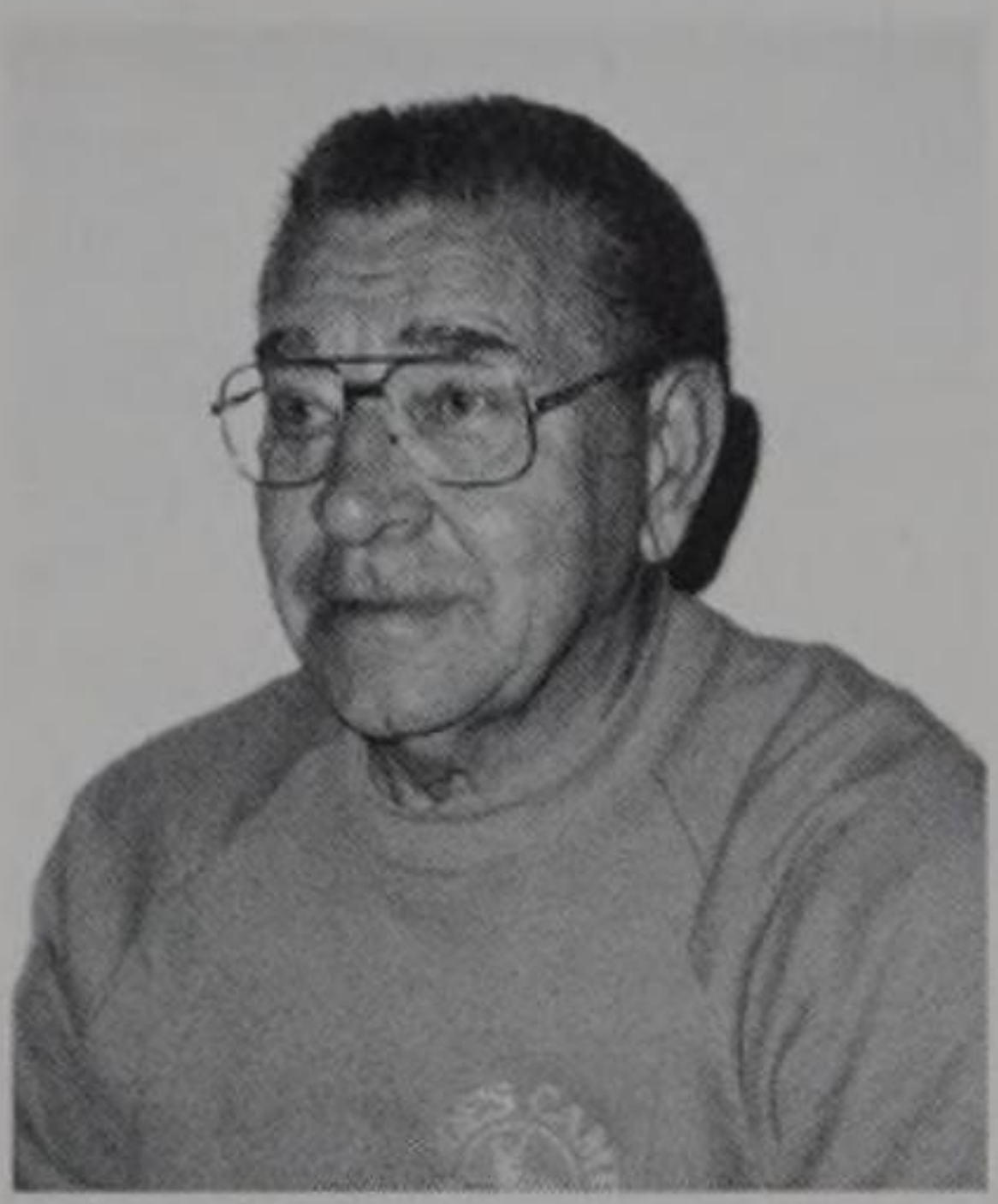
RAY WALTON, Engineman Chief, born May 29, 1920, Newborn, GA. Enlisted September 1938 Macon, GA. Discharged September 1948 San Diego, CA.

Served aboard the following ships and duty stations: USS *Argonne* 1939-1940, USS *Pennsylvania* (BB-38) 1940-1941, was in the Commission Detail also a plank owner of the USS *North Carolina* 1941-1943, USS *Bushnell* (AS-1943), Submarine Base Midway Island 1943-1944, Pearl Harbor Submarine Base 1944-1945, Seal Beach Ammunition Depot 1945-1946, Cross Roads Operation 1946 returned aboard USS *Benevolence* AH, last tour of duty was USS *Dixie* (AD-14).

After discharge worked at the Long Beach Naval Shipyard, Long Beach, CA. Now resides in Cerritos, CA.

JOSEPH WARCHOL, S 1/c, USS *Missouri* (BB-63), 11th Div. - SS Div., born March 24, 1926 in Utica, NY. Enlisted in Navy March 17, 1944. Was stationed at Sampson Naval Base, NY and Newport Naval Station, RI.

Received: one Star Iwo Jima, one Star Okinawa, one Star 3rd Fleet Operation (Japan) and Navy Occupation Sept. 2, 1945.

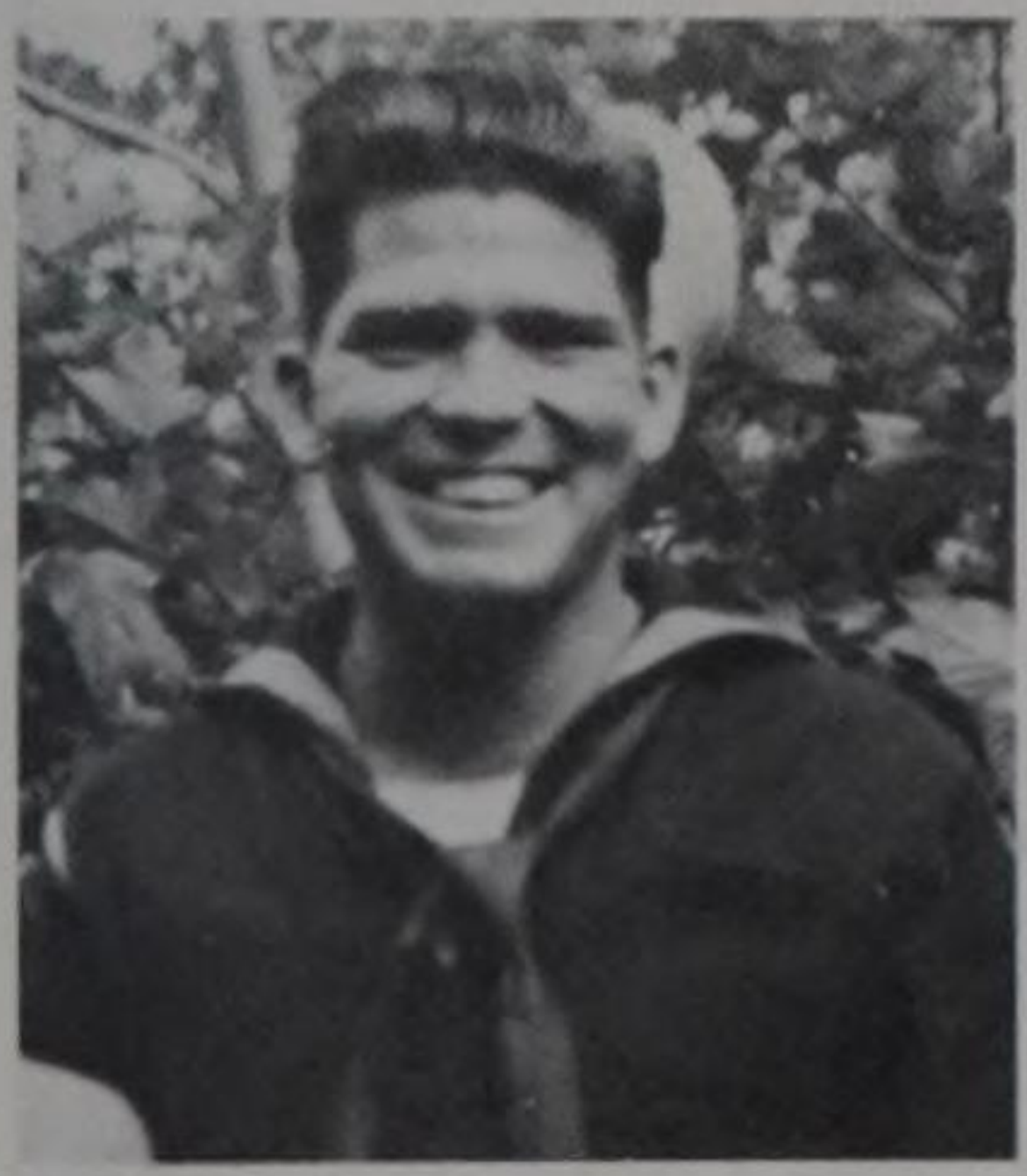


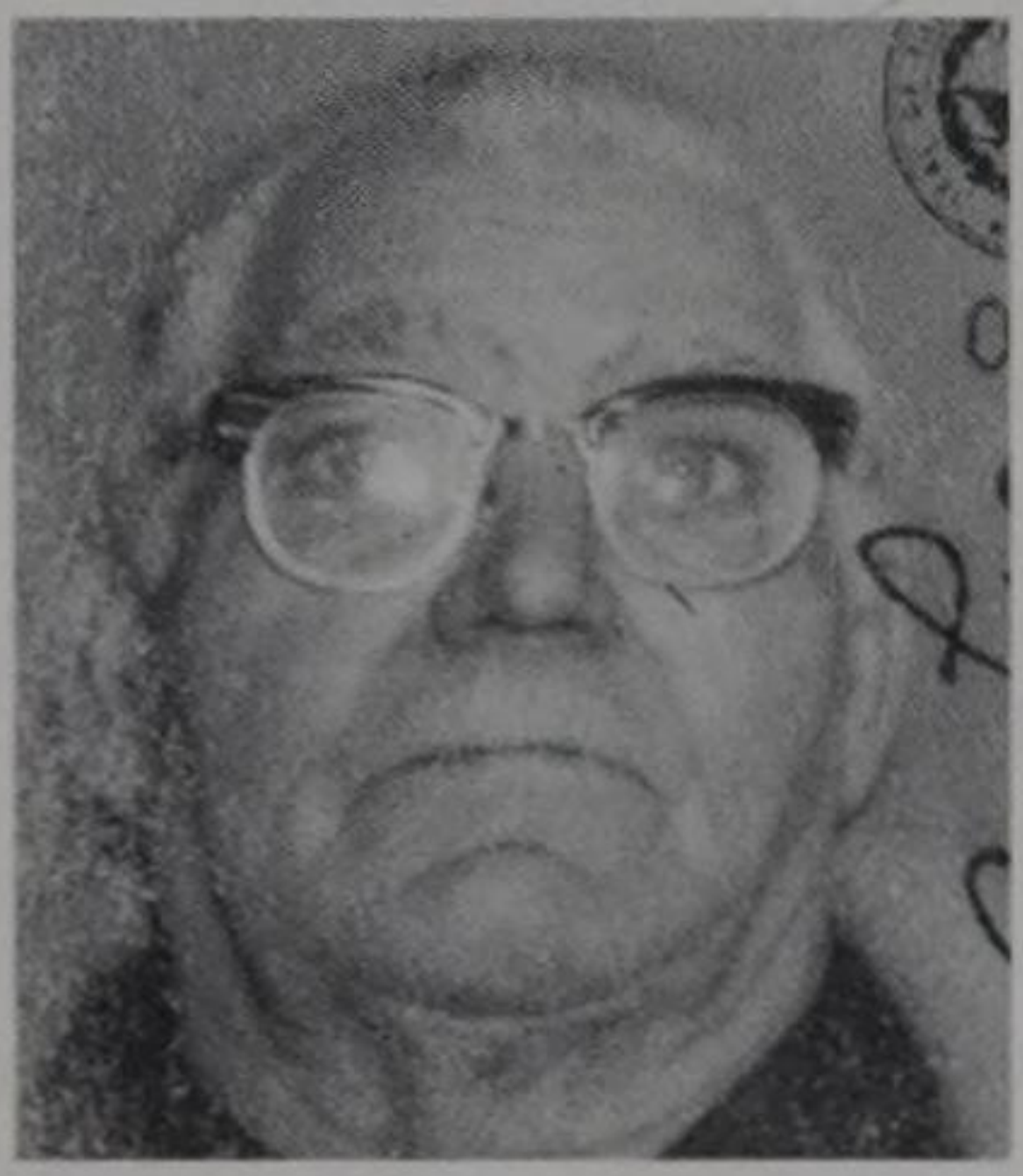
His memorable experiences are being designated as Adm. William (Bull) Halsey's Flagship, audience with Pope Pius XII in Rome, Italy and being a witness to the signing of the peace treaty Sept. 2, 1945.

Married Elizabeth Spencer June 25, 1949. They have two children and nine grandchildren.

Retired from Camden Wire Co. after 46 years. Plank owner of USS *Missouri*. Also Surrender Plaque owner.

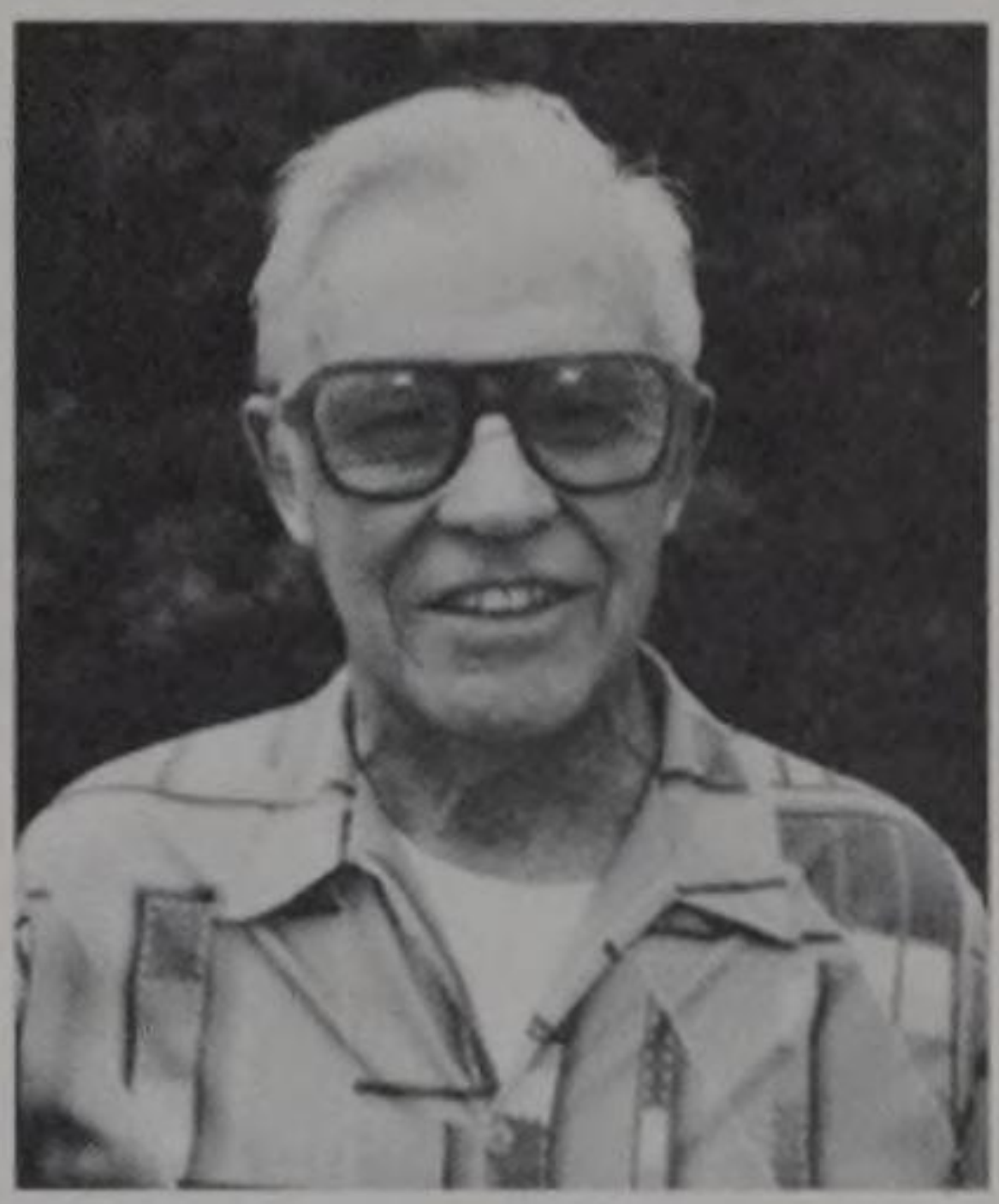
GEORGE F. WATERS, S 1/c, born Jan. 20, 1916, Bethel, CT. Lived most of his life in Danbury, CT with his wife Rose and two children. Joined the Navy on March 9, 1942 through Sept. 26, 1945 at Newport, RI. Passed away May 23, 1986.





One cloudy day, the clouds were real low and close together, the whole fleet was there in battle formation. He was relaxing up against a gun mount on Turret 3 - 40mm watch. He happened to look up and saw a Jap Betty darting from one cloud to another. Wasn't wearing any ear phones, so he told the mate who was. He told George that he wasn't going to report it because, he didn't want them to think that he was crazy. So he gave George the ear phones and George reported it to the gunnery control. They didn't believe him, they thought he was crazy or seeing things. They wanted his name and rank and division number. He gave it to them. They still insisted that he was crazy because, nobody in the whole fleet saw it, only him. Short time later, the gunnery control called back and reported, that they had shot down a Jap Betty five miles ahead of the fleet.

ROBERT J. WATERS, USS *Maryland* (BB-46), 5th Div., born Feb. 22, 1924. Lived in Wapato, WA, in the Yakima Valley until he was 13. In 1937, moved to Bellingham, WA, on upper Puget Sound, where he has lived since.



Joined the Navy on Dec. 11, 1941, then went to the Naval Training Center in San Diego, CA. Went aboard the USS *Maryland* in Bremerton, WA, on Jan. 11, 1942, exactly one month after enlisting in the U.S. Navy. Was discharged Feb. 16, 1947, at Pier 91 in Seattle, WA, serving all his Navy time aboard the *Maryland*.

After Navy time, worked in logging, a shingle mill, a plywood mill, a fish cannery, a state college, and retired from an aluminum smelting plant in February 1988. Now his time is spent in yard work, some traveling - of which he would like to do more, and just relaxing.

ALEXANDER D. WATSON, FC 3/c, USS *Pennsylvania* (BB-38), enlisted in the Navy Nov. 25, 1942. Took boot training USNTS Great Lakes, IL. Attended Primary Naval Firecontrol School after boot training at the same station. Next station was Bremerton, WA. From Bremerton to San Francisco to board the "Pennsy".

While on board the BB-38, saw action in the following combat operations: Makin Island in the Gilberts; Kwajalein, Eniwetok, Engebi and Parry Islands in the Marshalls; Guam, Saipan and Tinian in the Marianas; Peleliu and Anguar in the Palaus; Leyte Gulf Operation and Surface Battle and Lingayen Gulf in the Philippines. After the Lingayen Operation, the "Pennsy" sailed to Hunter's Point, CA via Pearl Harbor for a complete overhaul. The BB-38 and crew received eight Battle Stars and the Navy Unit Commendation. After 30 days leave, attended Advance Naval Firecontrol School at Anacostia, Washington, D.C. Upon completion of school was sent aboard the LST 279 to await 5"/38 cal. guns and firecontrol installation in New Orleans, LA. None of the equipment showed up. Was discharged Oct. 28, 1945 at USNTS Bainbridge, MD and returned to his home in Virginia.

Retired from the Bethlehem Steel Corporation's Sparrows Point Division, Baltimore, MD in 1983 and now resides in Newport News, VA.

JOSEPH M. WATTS, USS *Arkansas* (BB-33) and USS *Midway* (CV-41), born June 6, 1921 in Atlanta, GA. Entered Navy May 1942, boarded the USS *Arkansas*, July 1942. Served as Rdm. S/2 until September of 1945.

Did convoy trips to North Africa and Scotland. Served on invasion of D-Day, bombardment of Cherbourg, invasion of Southern France, Iwo Jima and Okinawa. Left the ship at Okinawa for trip home aboard the *H.T. Mayo*. Was honorably discharged on November 1945. Seven medals with four Battle Stars.

Recalled in September 1951 for Korean Conflict. Served aboard the USS *Midway* until November 1952. Received second honorable discharge.

On board the *Midway* refueling in the Atlantic, ship hit a large whale. It draped itself across the bow stayed there until refueling was completed and *Midway* could back off to release this large mammal.

In his retirement age, enjoying Arky-Reunions, wintering in Florida and Georgia.

WILLIAM P. WATTS, USS *North Carolina* (BB-55), Capt., Supply Corps, born in Huntsville, AL.

In 1941, he commissioned ship as a Lieutenant (Junior Grade), Supply Corps. Early in 1942 he fleeted up to Supply Officer (a Commander's Billet) and participated in Carrier Task Force Operations in the Southwest Pacific until transferred in December of 1943. In 1944 and 1945, participated in the strategic bombing survey in Japan and Washington, D.C. and in Crossroads Joint Operations at Bikini (nuclear tests). Subsequently he had duty on the staff on Comairlant, as Supply Officer, USS *Leyte*, as Executive Officer and then Commanding Officer, U.S. Naval Supply Depot, San Pedro, as Logistics Officer, Staff, Commander Second Fleet and Striking Force Atlantic; and as Officer in Charge, Navy Purchasing Officer, New York. In 1949 he attended Naval War College and married Eleanor Roth in Newport, RI.

After retirement in 1961, returned to Huntsville where he enjoyed a second career in higher education as an Administrator and Faculty Member. Since 1980 he has devoted his time to his family, church, civic activities, community work, and travel.

His medals include the Navy Commendation Medal. He has a Ph.D. degree in Business Administration and is listed in Who's Who in the South and Southwest.

CHARLES L.D. WEBB, Chief Quarter Master, USS *Maryland* (BB-46), born Sept. 30, 1918 in Albertville, AL. Attending elementary school in Corbinville and high school in Albertville, AL. Enlisted in the Navy Aug. 6, 1940 and recruit training in Norfolk, VA Co. 101.

Served aboard the USS *Maryland* from December 1940 to February 1943 then to USS *Millicoma* (AO-73) from April 1943 to July 1945. Promoted to CQM in 1944, time on both ships spent in the Pacific.

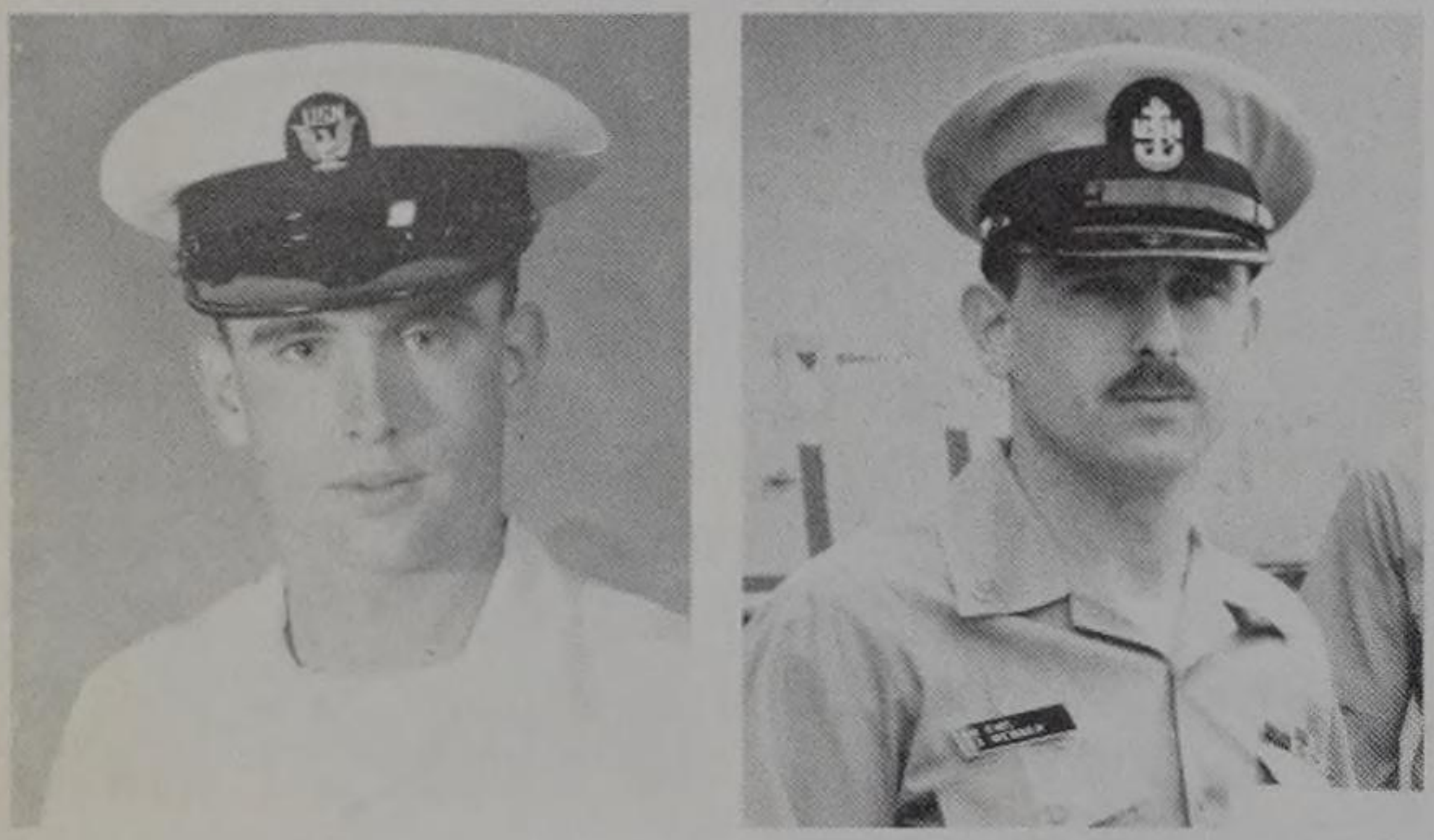
While on the USS *Millicoma*, a fleet oil tanker, they supplied the 7th Fleet oil and aviation fuel, following the fleet all over the South Pacific.

Transferred from the *Millicoma*, then in Okinawa. Back to the States to Memphis, TN Naval Station September 1945-November 1945 to Nashville, TN Naval Station. In March 1946, to Pensacola, FL Naval Station. Discharged Aug. 6, 1946.

After leaving the Navy, went to Gadsden, AL, worked in auto sales until 1958. Prudential Insurance Company until 1968. His own business in auto sales for several years. Retired in 1987. Likes to travel in U.S.A. Member of PHSA and USS *Maryland* Veteran Assn.

ROBERT J. WEBBER, Chief Electricians Mate, USS *Missouri* (BB-63), born July 9, 1957 in Evanston, IL. Attended elementary school in Chicago, IL and high school in Cary, IL. Enlisted in the Navy in 1975 and attended recruit training in San Diego, CA.

Served aboard the following ships and stations, USS *Kansas City* (AOR-3) 1976-1979; Naval Station Treasure Island, CA 1979-1980; USS *L.Y. Spear* (AS-36) 1980; USS *Sacramento* (AOE-1) 1980-1981; Instructor SSC Great Lakes, IL 1981-1985; promoted to Electricians Mate Chief 1985; USS *Missouri* (BB-63) 1985 to present.



Recommissioned USS *Missouri* (BB-63) on May 10, 1986. Made the first world cruise of a Battleship since "The Great White Fleet" of 1907-1909 onboard *Missouri* September-December 1986. Part of U.S. Forces in the Mideast escorting and supporting U.S. flagged oil tankers July 1987-January 1988.

Presently the Chief Electrician on board USS *Missouri* (BB-63) in which his tour will end in September 1991.

Member of the American Battleship Assn. and the USS *Missouri* Assn.

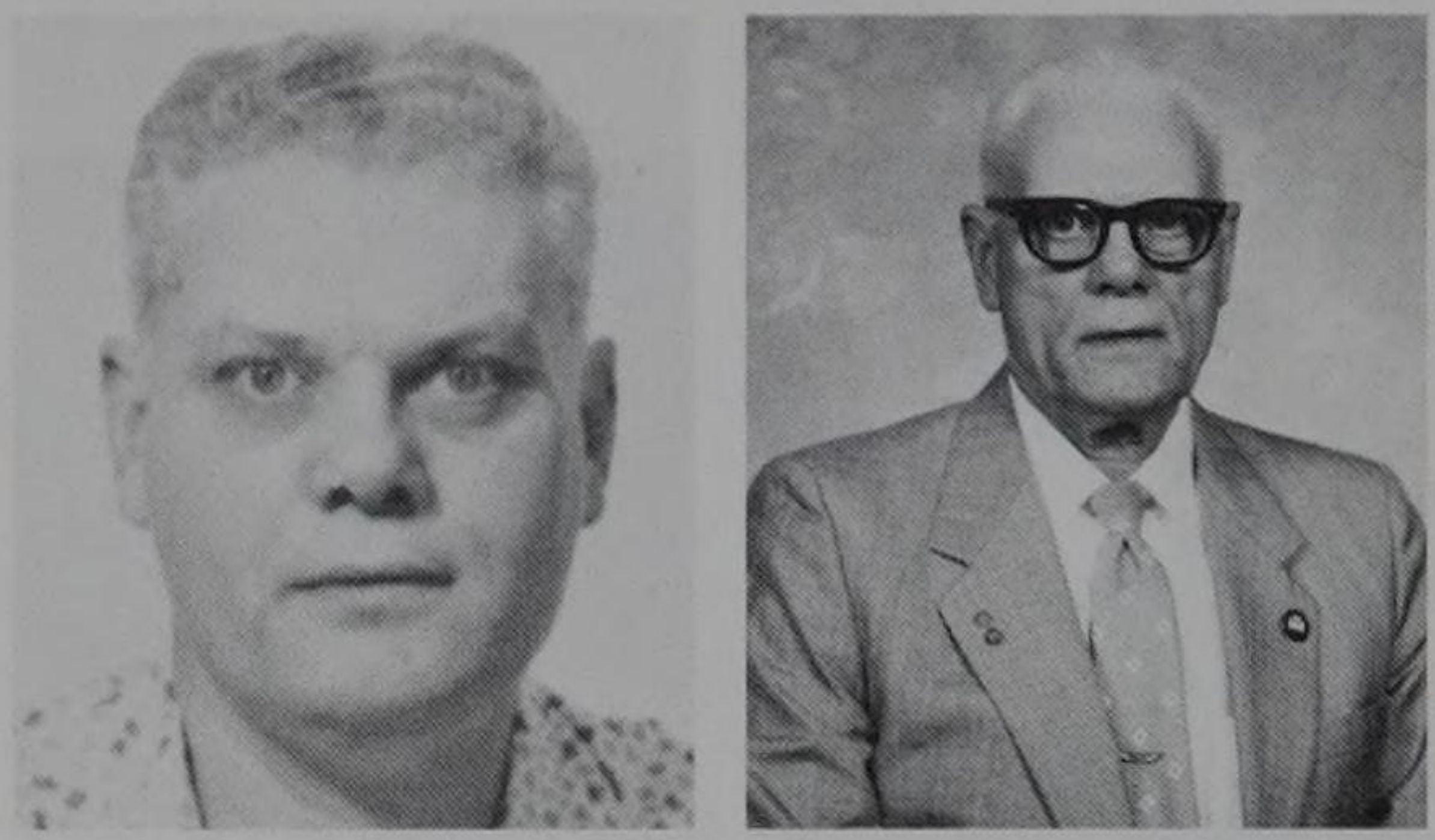
JACK WEBSTER, S 1/c, USS *North Carolina* (BB-55), USS *Maryland* (BB-46), enlisted in Navy Aug. 2, 1942. Spent four years in the Navy and 20 years in the Army as Sergeant. Retired at age 65.

ROBERT J. WELKNER, GMG 1, USS *Nevada* (BB-36), USN (Ret.), born April 30, 1921 in Akron, OH. Attended elementary school and high school in Brooklyn, NY. Civilian Conservation Corp. (C.C.C.) April 9, 1940 to Sept. 26, 1940 at Dillon, MT, Co. 3282. U.S. Navy active duty Oct. 15, 1940 to Jan. 16, 1961. Served aboard the following ships and stations: recruit training at Newport, RI Co. 48 1940; USS *Nevada* (BB-36) 1940-1942; USS *Locust* (YN-17) 1942-1943; U.S. Navy Receiving Barracks Auckland, New Zealand 1943-1944; USS *Pasadena* (CL-65) 1944-1945; USS *Indiana* (BB-58) 1945-1946; USS *Iowa* (BB-61) 1947 and USS *Atlanta* (CL-104) 1947-1948.

January 10, 1949 to Jan. 10, 1952, served aboard the USS *Arneb* (AKA-56) and stationed at U.S. Naval Ammunition Depot, Earle, NJ. January 10, 1952 to Dec. 11, 1957 served at U.S. Naval Ammunition Depot, Earle, NJ, served on USS LST 1168 and USS *Muliphen* (AKA-61).

December 11, 1957 to Jan. 16, 1961 served aboard the USS *Muliphen* (AKA-61). January 16, 1961 transferred from U.S. Navy active duty to the fleet reserve of the U.S. Navy after 20 years of service. January 1, 1971 retired from the U.S. Navy. After transfer to fleet reserve of the U.S. Navy worked at Morgan Guaranty Trust Co. of New York 1961 to 1981.

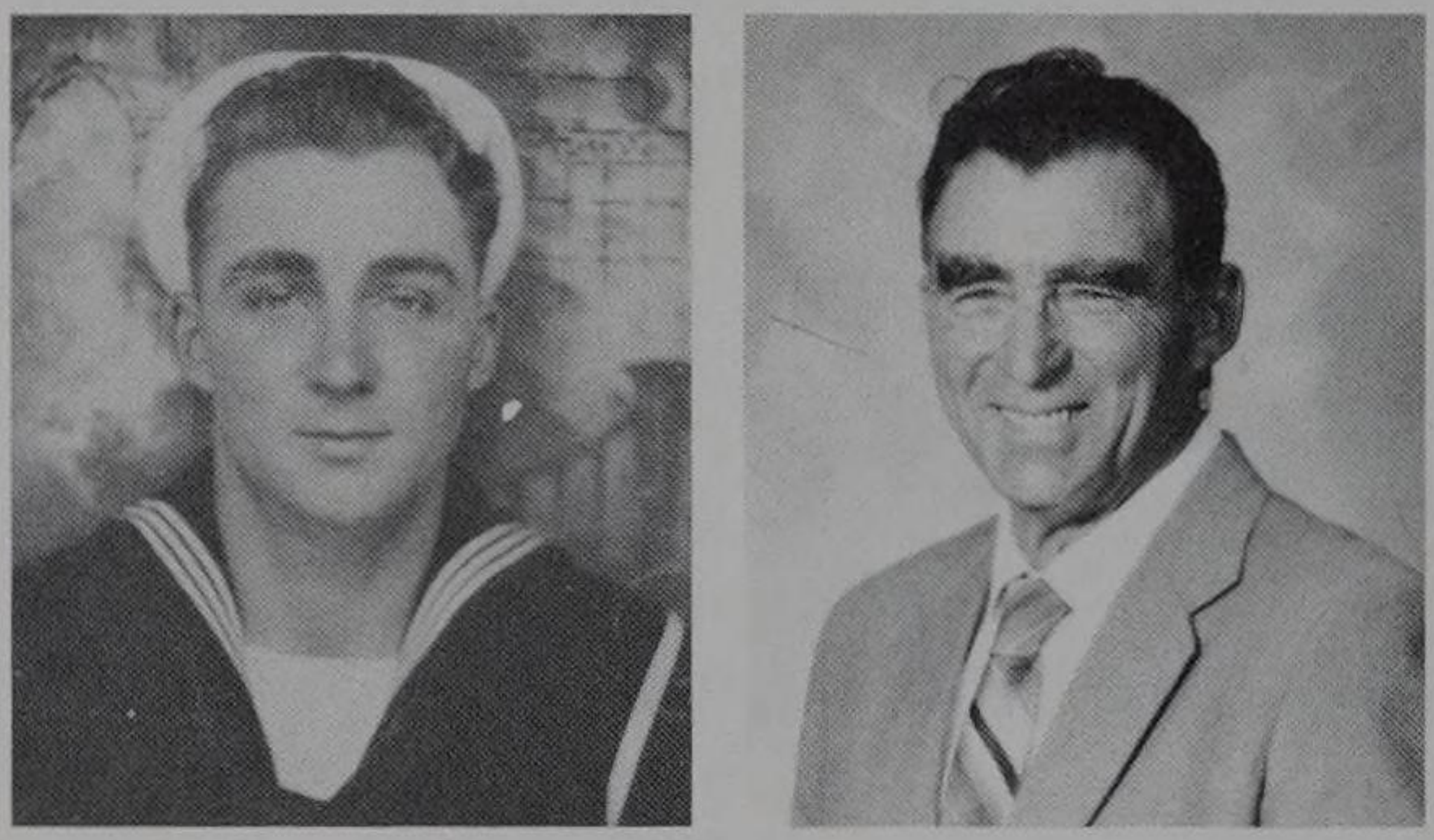
Medals and campaign ribbons awarded: Asiatic-Pacific w/six Stars, American Area, National Defense (Fleet Clasp), Navy Occupation, Philippine Liberation w/one Star, WWII Victory, Good Conduct w/two Stars, China Service and Armed Forces Expeditionary Service.



He was at Pearl Harbor during attack by Japanese Dec. 7, 1941 aboard the USS *Nevada* (BB-36). Survived typhoon "Cobra" in the Pacific, 3rd Fleet, aboard the USS *Pasadena* (CL-65) Dec. 18, 1944, when three destroyers were lost, the USS *Hull* (DD-350), USS *Monaghan* (DD-354) and USS *Spence* (DD-512). Was aboard the USS *Pasadena* (CL-65), in Tokyo Bay, during signing of the surrender terms aboard USS *Missouri* (BB-63) Sept. 2, 1945. Was in a whale boat, from the USS *Atlanta* (CL-104) anchor at Long Beach, CA, observed the historic flight of the Spruce Goose Nov. 2, 1947.

HARRY WHEAT, GM 2/c, 6th Div., USS *Mississippi* (BB-41), born March 11, 1922 in Hammond, LA. Enlisted Jan. 6, 1942 in New Orleans, LA, then on to San Diego, CA NTS, after five weeks of training went aboard the *Mississippi* on Feb. 28, 1942 in San Francisco.

Lots of training and on to bombarding for landing operations in Japan and signing of Peace Treaty. Back to States, the Missy steamed up the Mississippi River to New Orleans. Discharged Oct. 19, 1945.



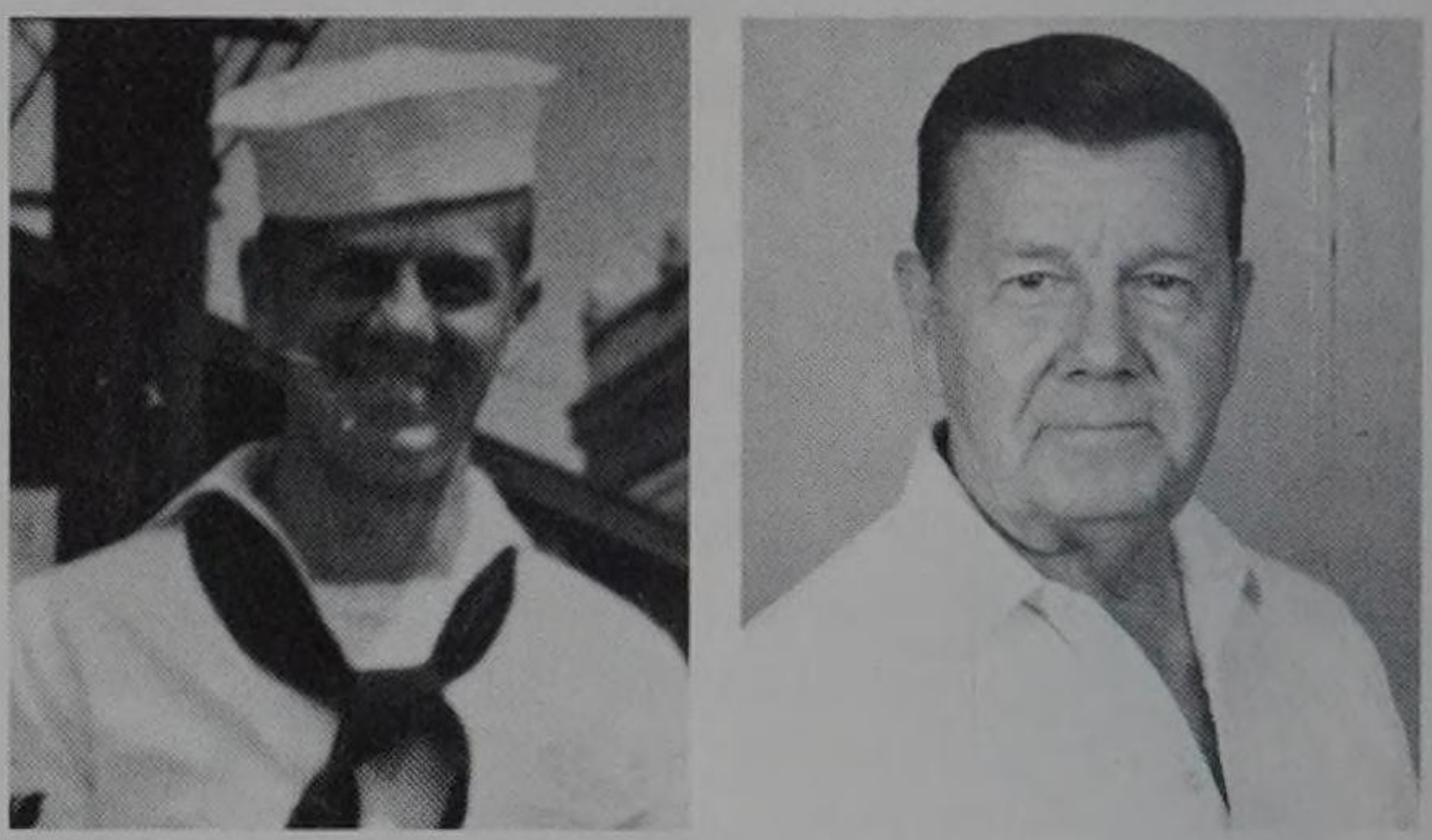
Went back to Northern California to work in the Redwood Lumber Industry. Married and has two children, a boy and a girl, and four grandchildren (two girls and two boys). Can't find time to retire!

WILLIAM W. WHITE, USS *Idaho* (BB-42), born in Chicago, IL on Aug. 13, 1925. At the age of four, his family moved to Nashville, TN after the 1929 crash. Joined the Navy Aug. 13, 1942 (17th birthday) in Nashville, TN. Was sent to San Diego (USNTS) for boot camp, from there to Puget Sound Naval Station where he was assigned to USS *Idaho* (BB-42) Dec. 18, 1945.

Was aboard the *Idaho* for rest of the war. On Dec. 10, 1945, left the *Idaho* in Portsmouth, VA for discharge at the Naval Separating Center at Nashville, TN. Was discharged Dec. 18, 1945. The Navy took him to Union Station, two blocks west of where he joined three years, four months and five days earlier. Missed out on 5¢ mile travel pay.

In 1946, started apprenticeship as a steam fitter. Has worked in Nashville area the last 44 years. Was Apprentice Journeyman, General Foreman and Piping Superintendent at various jobs. He is currently employed at the Saturn (GM) Plant in Spring Hill, TN. Will retire in 1990 and hopes to make more of the *Idaho* reunions.

PAUL A. WIESER, USS *North Carolina* (BB-55), born in Linden, NJ, on Sept. 17, 1920. He enlisted in the United States Navy on Feb. 14, 1941. Did boot training in Newport, RI. Served on USS *North Carolina* from May 3, 1941 to Dec. 14, 1946. Date of discharge as BM 1/c. Joined Naval Reserve and took cruises on USS *Baily* and USS *Missouri*. Recalled in Navy for Korea on Oct. 12, 1949. Served on USS *Kula Gulf* until April 3, 1951.



Upon leaving Navy in 1946, became firefighter on Linden Fire Department. Served 31 years as firefighter, driver, and dispatcher.

Married the late Jean Coddington on August 1944. Has three sons, Paul, Richard, and Robert, and four grandchildren.

On Dec. 7, 1984 got married aboard USS *North Carolina*, to Lynn Padrick of Wilmington, NC, who has a daughter, Shirl, a son, Chris, and one grandson.

Now resides in Wilmington, NC, the home of the USS *North Carolina* Battleship Memorial. He has been with the ship for 48 years. Six of the aboard, living seven miles from Bayonne, NJ, where ship was in mothball. For 16 years made yearly visits. Present when state of North Carolina came to New Jersey to accept the ship as a present when the ship was dedicated as a memorial in Wilmington. He now does volunteer work with tours, etc.

ROYAL WELLS WIGLEY, Lt. (JG), USS *Oklahoma* (BB-37), born Sept. 30, 1918 in Annapolis, MD. Enlisted in the Navy, June 1936, with boot training at NTS, Norfolk, VA.

Served in the following ships and stations: USS *Oklahoma* 1936-1939; USS *Morris* (DD-417) 1940-1944; USS *Turner* (DD-834) 1945-1946; USS *McCord* (DD-534) 1946-1947; SDG, Pac Res Flt (Staff) - Board of Inspection and Survey and Material Inspection Board 1947-1949; Naval Hospital, San Diego, CA 1949-1950.

Vocation was Fire Control. Graduate of schools at the Naval Gun Factory, New York, Washington, D.C. Attained CFC in 1942, accepted appointment to rank of Ensign in 1944 and was advanced to LTJG in 1946.

Pre-WWII duty, that related to WWII: Reconnaissance in West Indies, Martinique Patrol (French Vichy

Government aircraft carrier, BEARN); survey of non-inhabited islands close to our continent and North Atlantic Patrol.

Participated in following Pacific Area Campaigns: Guadalcanal, Marshall and Gilberts, Santa Cruz Battle, Aleutians, Wotje, Kwajalein, Eniwetok, New Guinea, Biak-Noemfoor Islands, Palau, Yap, Ulithi, Cape Sansapor, Morotai and Leyte landings in the Philippines. Served with Occupation Forces in Japan and participated in Atomic Bomb tests at Bikini.

Awards/Medals received: American Defense Medal with "A", American Theater, Asiatic-Pacific with 11 Stars, WWII Victory Medal, Philippine Invasion with one Star and Good Conduct Medal with one Star.

Navy career cut short when placed on the Temporary Disability Retired list in 1950 and subsequently permanently retired at 50% disability.

Second career was with Westinghouse, Defense and Space Center, in Baltimore, MD., retiring in 1984, after 30 years service.

With wife of 49 years, raised a family of two sons and one daughter, now has four grandchildren.

Enjoying worldwide travel with his wife and is active in associations of two ships he served in and the Military Order of the World Wars.

KENNETH L. WILCOX, USS *Idaho* (BB-42), born in Michigan in 1919. Graduate of Muskegon, MI high school. Joined the Navy July 16, 1940. Boot camp at Camp Barry, Great Lakes NTC and went aboard the USS *Idaho* (BB-42) mid October 1940. Soon after, went to Pearl and in May, through the Panama and eventually arrived in Iceland about mid September 1941.

Remembers well going to the Arctic Circle and searching for the German "Pocket" battleship the *Von Tirpitz* after they had sunk the English battleship HMS *Hood*.

After WWII started, ended up in San Francisco. Then served on two YMS' (yard mine sweeps), placed two CVEs in commission and was discharged July 16, 1946 at Great Lakes. Subsequently, served as a Counter-Intelligence Agent in the U.S. Army until he retired June 1962.

Since then, was a Private Investigator for ten years, then a Corporate Security Director for eight years. Finally quit in 1980 and enjoys crafts, woodwork and genealogy and his family of one son and one granddaughter.

JAMES A. WILDIN, FC 2/c, USS *Pennsylvania* (BB-38), born Nov. 29, 1920 in Ardmore, OK. Enlisted in Navy Dec. 8, 1941. Discharged Nov. 13, 1945.

Served aboard USS *Pennsylvania* until the end of the war. Remembers the life aboard while rebuilding and re-gunning in 1942 and 1943.

Married to Wanda Wildin. They have two children and three grandchildren. Retired in 1978 and 1986 after nine years in retail furniture sales.

JOSEPH WILHELM, USS *Utah* (BB-31), born Sept. 15, 1912 in Cartaret, NJ. Enlisted in the Navy on March 1, 1928 and attended recruit training in Newport, RI.

Served aboard the following ships and stations: USS *Utah* September 1928 to Jan. 21, 1933, USS *Pennsylvania* (BB-38) Nov. 2, 1933 then less than one month was transferred to USS *Texas* (BB-35) Dec. 21, 1933. Then served as radio and visual signal instructor at Luce Hall, U.S. Naval Academy, Annapolis, MD, from March 31, 1934 to Aug. 31, 1936. Then transferred to Patrol Sdn. 15, Norfolk, VA Dec. 31, 1936, and remained in various aircraft patrol squadrons until discharged Aug. 25, 1941. On Nov. 28, 1941 employed as a Civilian Electronic Technician and later became Master Mechanic of the Avionic Division at the overhaul and repair department U.S. Naval Air Station, Quonset Point, RI until retirement December 1968 with a total of 40 years both military and civilian service.

VP 72 was stationed in Argentia, Newfoundland on neutrality patrol when the B*ismarck* torpedoed and sunk HMS *Hood*. The German Pocket Battleship *Bismarck* commissioned May 19, 1941 on her maiden voyage near Greenland sunk HMS *Hood* in early June 1941. Eleven PBY3s from patrol plane squadron 72 were on the scene searching for survivors. He was a member of that flight as a Radioman on Plane #72-P-6.

While serving on the USS *Utah*, was a member of the crew when President elect Herbert Hoover came aboard in Montevedio, Uruguay and they brought him back to Norfolk, VA December 1928. He went South to Valparasio, Chile on the USS *Maryland* on the West Coast early in 1928. While in the Whitehouse, the crew of the *Utah* was invited to a lawn party in the early part of 1929.

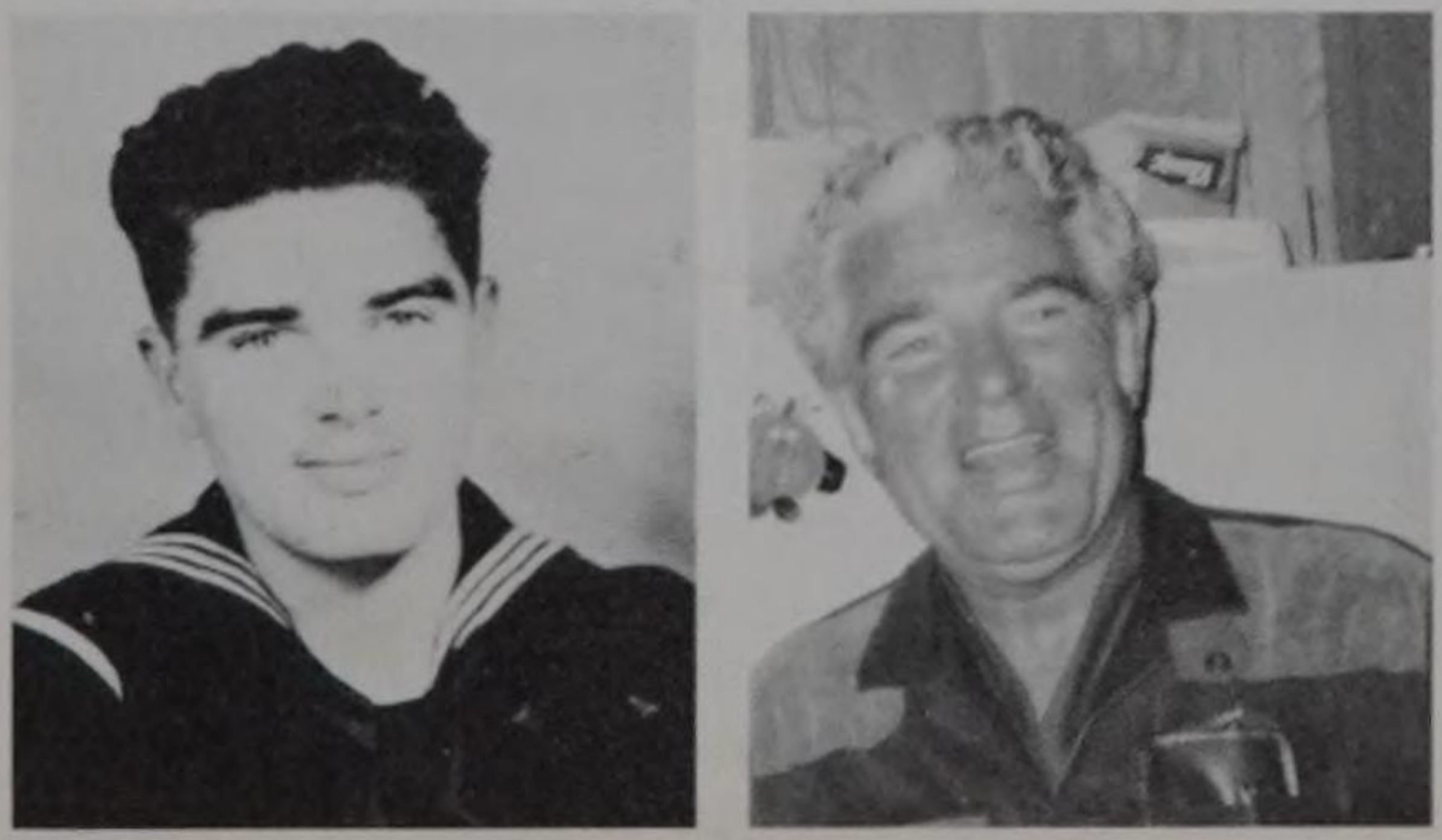
September 30, 1938, was a plane crew member in VP5 when delivered of aircraft by mass flights from San Diego to ColoSola, Canal Zone.

After federal retirement, went into the house building business for seven years. Now totally retired and enjoying life.

DONALD B. WILKINS, BM 2/c, USS *West Virginia* (BB-48), born April 5, 1920 in Metcalf, AZ. Attended elementary and high school in Brentwood, Contra Costa Co., CA. Enlisted in the Navy in 1939 and attended recruit training in San Diego, CA. Served aboard the USS *West Virginia* 1940-41, was a plank owner of the USS *Shasta* (AE-6) 1942-45.

Took part in the following operations, Solomon Islands, the Gilberts, the Marianas, the Palaus, the Philippines, Iwo Jima, also the Aleutian Islands Campaign in support of the Attu and Kiska operations.

The USS *Shasta* received five Battle Stars for WWII.



Returned to the States in 1945 and served duty at NAAS, Patrol Plane Base in Elizabeth City, NC and NAAS Oceana, VA. Discharged at Camp Shelton, VA Dec. 15, 1945. He is a plank owner and Life Member of the American Battleship Assn. Also plank owner of the U.S. Navy Memorial.

He is now retired and marking them off, one day at a time.

WILLIAM B. WILLETT, Chief Engineman, USS *Nevada* (BB-36), born Dec. 1, 1917 in Wilmington, NC. Attended elementary and high school there. Enlisted in the Navy in 1937, attended recruit training in Norfolk, VA.

Served aboard the following ships and stations: USS *Nevada* (BB-36) 1938-1941; Diesel school New London, CT 1941-1942; YMS 76 1942-1944; LST 1064 1944-1945; USS *Mona Island* (ARG-9) 1945-1947; USS *Vulcan* (AR-5) and USS *Salvager* (ARSD-3) 1947; Recruiting Station Asheville, NC 1948-1950; USS *Mocking Bird* (AMS-27) and USS *Chief* (AM-315), mine sweepers, throughout the Korean War 1950-1955; USS *Henrico* (APA-45) 1955; USS *Fortify* (MSO-446) 1955-1957 and Pacific Reserve Fleet, Long Beach, CA 1957-1959. Retired as Chief Engineman.

1959-1980 worked for and retired from City of Torrance, CA.

EUGENE WILLIAMS, S 1/c, USS *Nevada* (BB-36), born Dec. 1, 1922 in Mahonoy City, PA. Inducted in Navy May 23, 1943. Discharged Jan. 28, 1946.

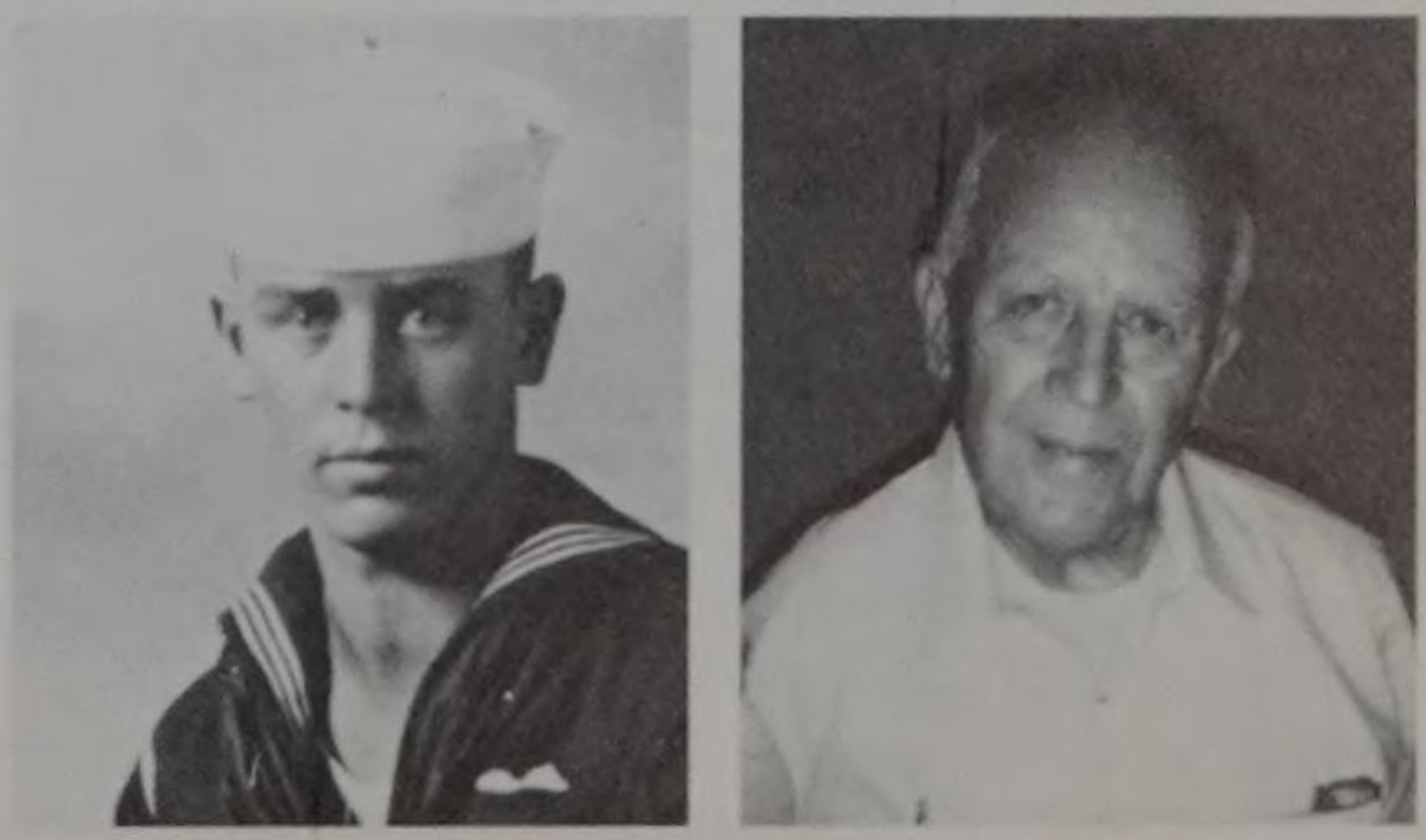
Saw action at Normandy, Southern France, Iwo Jima, Okinawa and East China Sea.

Celebrated the surrender of Japan aboard USS *Nevada*, resting at anchor in Leyte Gulf.

Received the following awards: Pacific Theater w/ three Stars, Atlantic Theater w/two Stars, American Theater Ribbon and WWII Victory Medal.

PAUL E. WILLIAMS, Chief Boatswain Mate, USS *Arkansas* (BB-33), enlisted at age 17 on Nov. 7, 1923. Trained at the Naval Operating Base Training Camp in Hampton Roads, VA.

First enlistment, served on seven ships and three stations: aboard the USS *Rappahannock*, USS *Florida*, USS *Arkansas* (BB-33), U.S. Sub School, New London, USS N-1-USS *Bushnell*, USS S-13 and USS *Shawmut*. Discharged Nov. 6, 1927. Enlisted Jan. 28, 1928 into Div. 16, USNR Indianapolis, served 12 years, cruising aboard two destroyers and four training ships on Great Lakes. Ordered to active duty Oct. 30, 1940 to the Naval Reserve Radio School, Indianapolis until Jan. 1, 1943 and to Subchaser school at Miami, FL; then one year in subchaser S.C. 1025 and LCI 747 in the Pacific. Paid off Sept. 25, 1945. Re-enlisted July, 1946, assigned to C.B. Div. 9-5-26 1948 until July 30, 1966 when he retired as Chief Boatswains Mate.



While in the Reserve, served 21 days in 1937 flood, Evansville, IN.

While with the C.B. 9-5-26, trained twice at Davisville, RI, Camp Geiger, Camp LeJeune, NC and at Eldred, CO.

At this time he is President of Branch 130 Fleet Reserve Assn. at V.F.W. Club, Speedway, IN.

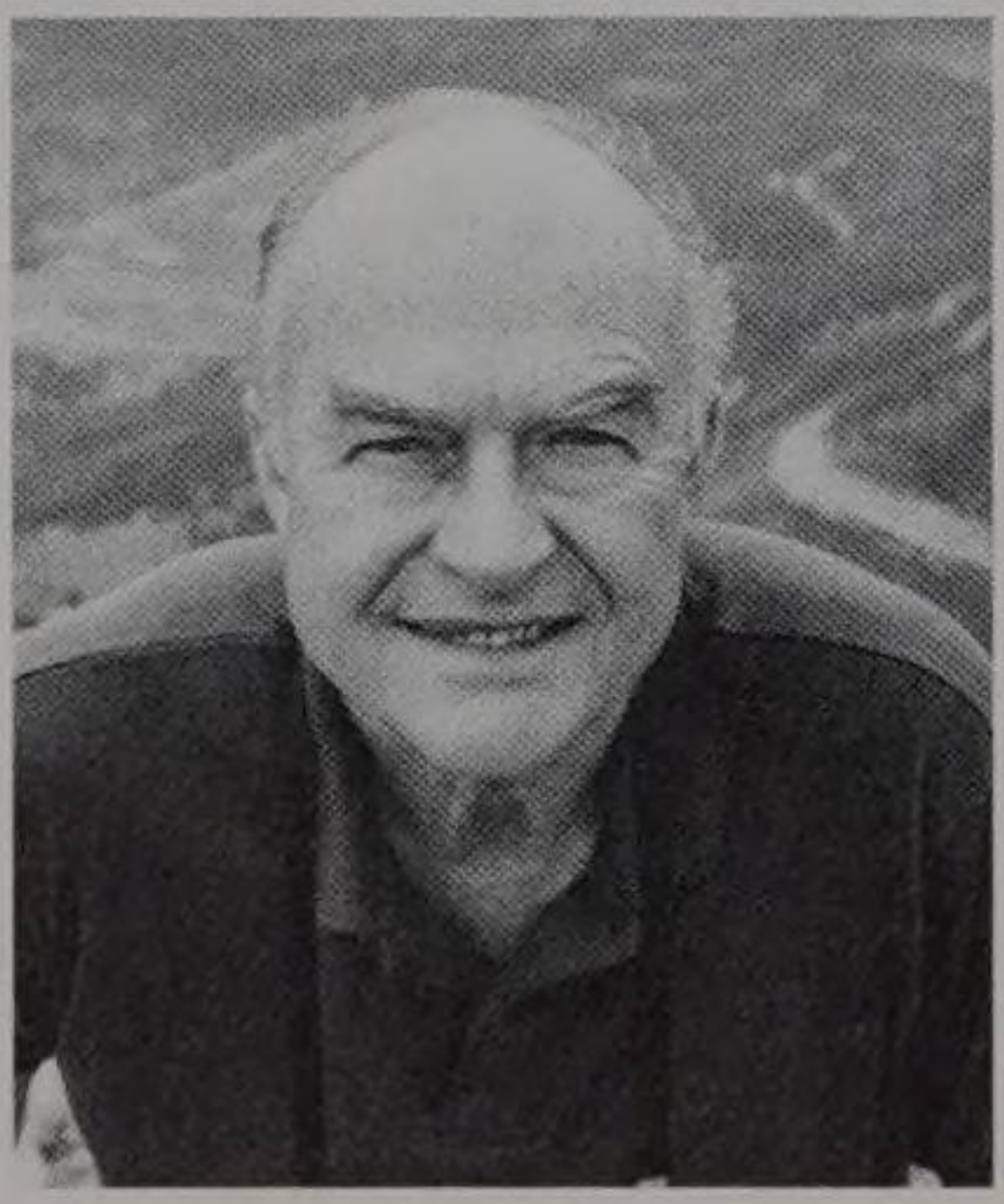
DONALD F. WILSON, GM 1/c, USS Tennessee (BB-43), born Vallejo, CA Feb. 11, 1925. Joined the Navy at age 17 in March of 1942. First boarded the USS Tennessee in San Francisco after three quick weeks of boot training in San Diego.

Remembers well the many stories the veterans on board told new recruits about the experiences they had during the Japanese attack on Pearl Harbor. Soon after, they bombarded a total of 20 Pacific Islands and eventually participated in the downfall of the Japanese fleet at the Battle of the Surigao Straits. Other memorable experiences, include the collision at sea with the USS *California* and the kamikaze slamming into their quarter deck. The fondest and proudest moment is when they stood at attention in full dress on the quarter deck of the *Tennessee* as the ship's band played Anchors Away, and crowds cheered and waved as they sailed under the Golden Gate Bridge out to sea.

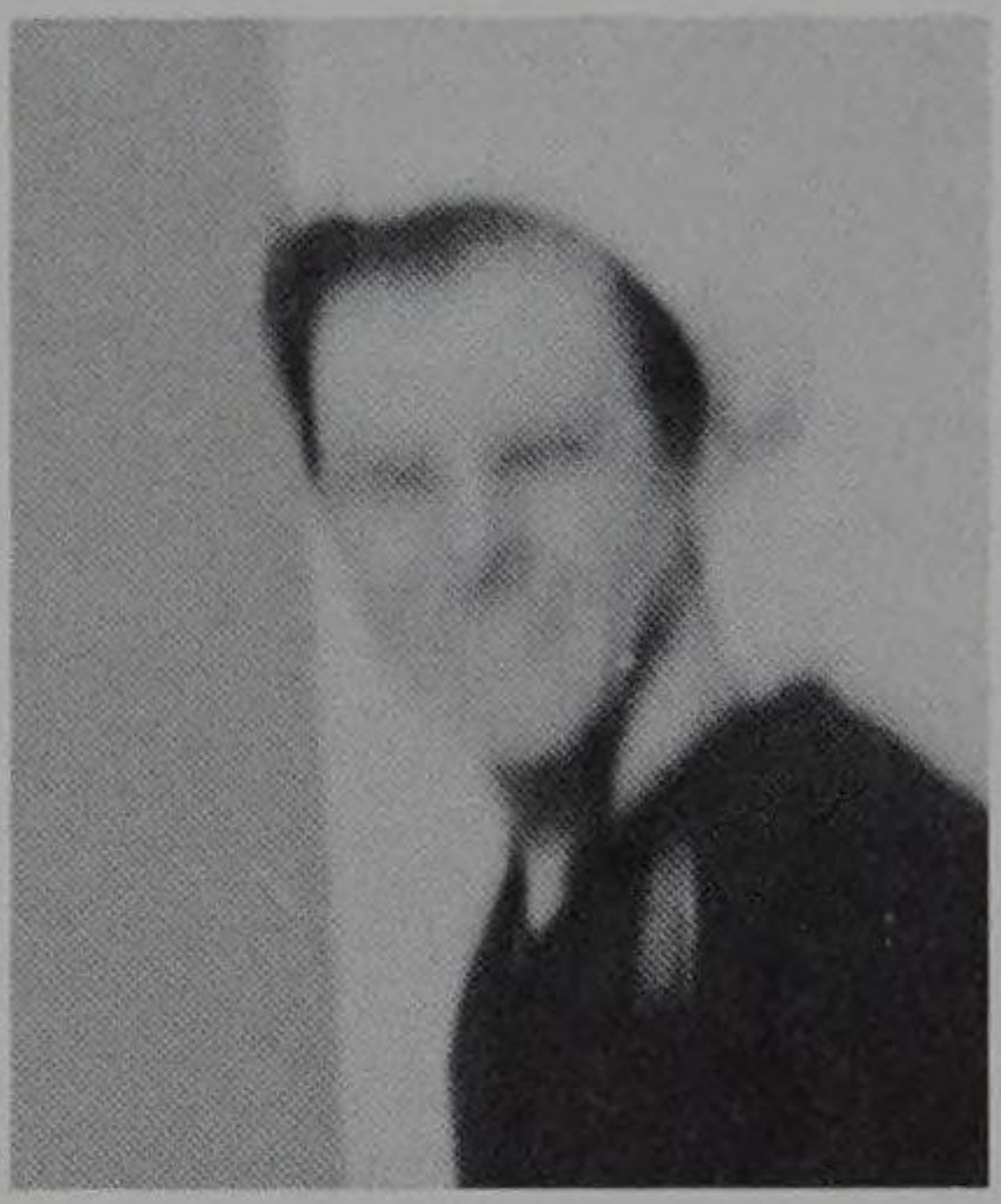
He has been married for 40 years to his wife Florence, has two sons and three grandchildren. Is presently employed as a tool designer for McDonnell Douglas in Huntington Beach, CA.

ROBERT G. WILSON, Lt., USNR, USS *West Virginia* (BB-48), born Nappanee, IN July 16, 1917. Entered Navy May 1943, active duty to March 6, 1946. After several schools joined *West Virginia* in May of 1944 in Bremerton where she was completing rebuilding with all latest radar equipment and fire control and navigation gear. By September the "Weevie" had shaken down at Long Beach, CA and was halfway around the world bombarding Leyte Gulf. From then on to V-J Day they participated in every major operation including Lingayen Gulf, Iwo Jima, and Okinawa. His was the best duty on the ship, Signal Officer of the best signal gang in the Navy (thanks mostly to "Pappy" A.A. Siewert CSM of Portland, OR) daily bridge duty under the best captain in the Navy (H.V. Wiley, Capt. USN). Greatest thrills are famous night Battle of Surigao Straits where their battle line of six BBs and six Cruisers crossed the T and annihilated Japanese Task Force. Weevie credited with sinking Japanese battleship, leading U.S. Navy into Tokyo Bay, Sept. 1, 1945, flying same National Ensign the ship flew on day BB-48 was sunk at Pearl Harbor, Dec. 7, 1941, and in every battle they flew the flag, the **same flag**, the ship was flying when sunk at Pearl. Cmdr. Sugarman (their navigator) saw to this. Then they capped it off flying the flag as they entered Tokyo Bay. Sound like a movie? It should have been. And steaming up San Diego channel to Pier One on Oct. 15, 1945 for huge victorious Navy Day open house celebration.

Now retired after 41 years in business. Three children. Daughter married to career Navy man. One son served four years aboard USS *Kitty Hawk* (CV-63). Golden Wedding Anniversary October 1989.



HENRY WINKELHOCH, Quartermaster 3/c, USS *Indiana*, went aboard the USS *Indiana* in early 1944 and left in May of 1946. When he got out, went to work for Southwestern Bell Telephone Co. until the split up, then went with AT&T. Retired in 1984 after 37-1/2 years service. His wife died in 1986 and he remarried in 1988. Has been going to the *Indiana* reunions the past three years.



Was a Quartermaster 3/c when he left the *Indiana*. Battle Station was Starboard Side Steering Aft. Most memorable experience was during the Saipan campaign. Had on a headset and they were under night air attack. The word came over his headset to stand by to take torpedo Starboard Aft. He thought they were all goners but he lucked out. Also remembers the kamikaze attacks on the ship. His watch was five hours on and ten hours off. Remembers going into Tokyo Bay after the war and taking on Americans who had been Japanese prisoners of war. They all gave up their beds for those poor guys. They were one of the first ones back after the war. Also remembers burial-at-sea for some of their men.

KENDRICK H. WISE, AOE, USS *Maryland*, born June 14, 1919 in Sac City, IA. Enlisted in Navy Dec. 8, 1936. Discharged July 2, 1958.

Served aboard USS *Maryland*, USS *Pennsylvania*, USS *Core*, USS *Valcore*, VC-13, VC-156, and Casu 21.

Remembers being aboard *Pennsylvania* on Dec. 7, 1941.

Total service 21 years, six months and 25 days. Transferred to Fleet Reserve. Honorably discharged July 1, 1966.

Married Oct. 5, 1942. Has four children and nine grandchildren. Retired in 1985 as a farmer. Works two days a week as a printer. He is a member of the American Legion, V.F.W. and Pearl Harbor Survivors Assn. Attends reunions of USS *Pennsylvania* and USS *Core*.

EDWARD JAY WOLFE, S 2/c, USS *Missouri* (BB-63), born in 1926 at West Hartford, CT. Enlisted in Navy March 7, 1944. Discharged May 13, 1946.

He was present at the signing of the surrender of Japan aboard USS *Missouri*.

Received WWII Victory Medal, Asiatic-Pacific Medal w/three Stars and American Theatre Medal.

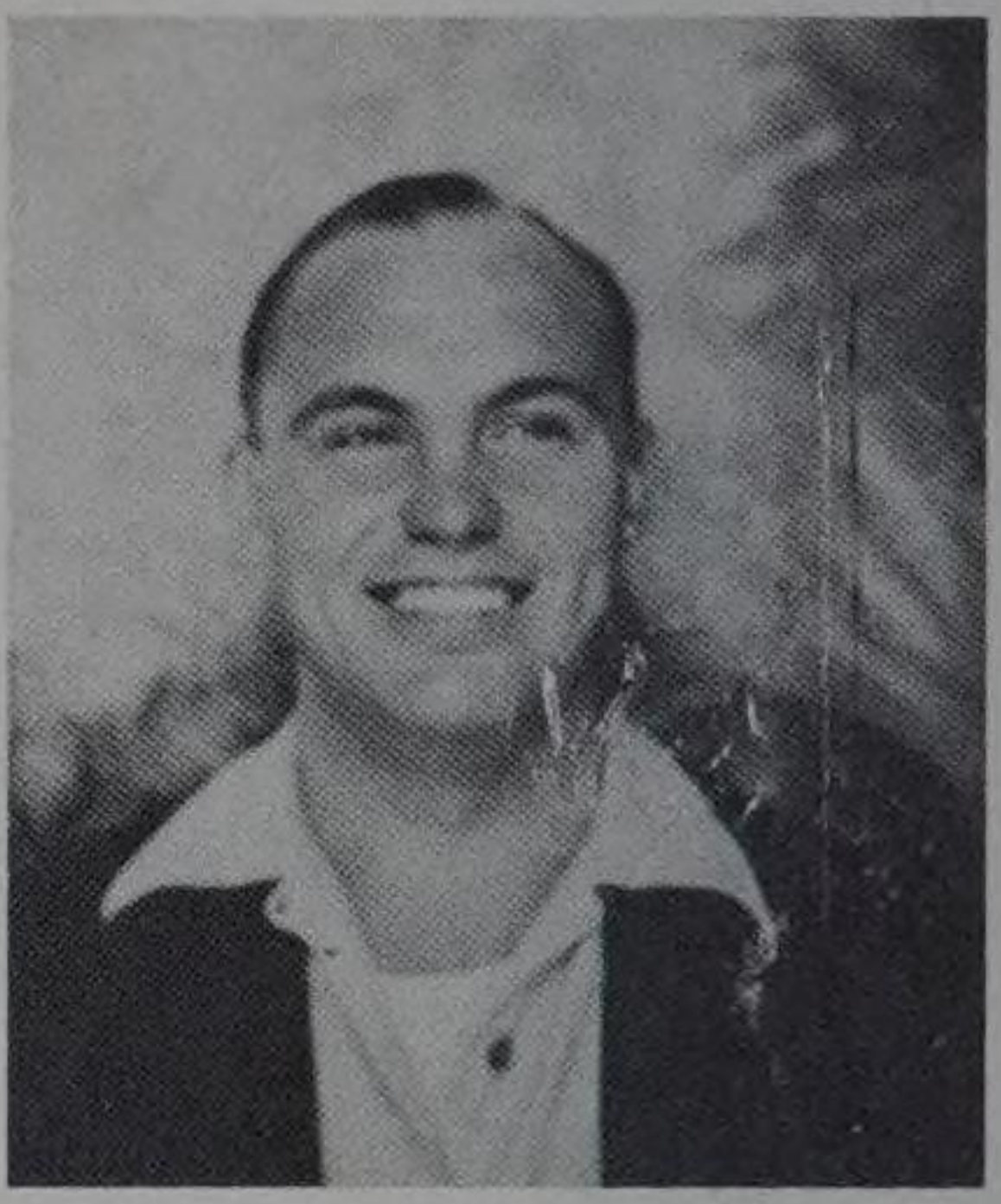
Married Oct. 19, 1957. Has one child. Retired March 1988 as a planner at AVCO. Now is proprietor of a Bed and Breakfast called "Wolfe Hall" in Richfield Springs, NY.

CARROLL R. WOOD, MUS 2/c, USS *Idaho*, born Sept. 8, 1922 in Willmar, MN. Enlisted in Navy June 26, 1941. Discharged Dec. 31, 1946.

Married Marguerite Nov. 12, 1944. They have two children and four grandchildren. Retired Nov. 30, 1977 from U.S. Steel in Gary, IN.

ROY E. WOOD, MM 2/c, USS *Arizona*, from Wilson, OK. Enlisted Ardmore, OK October 1938. He was attached to the USS *Arizona* and went down on her in Pearl Harbor. He is still entombed in the hulk.

He shipped into the Navy and went through training in San Diego, CA enlisting to be able to help his mother and two sisters. His father was dead and the grocery store he left had trouble supporting the family properly and putting the kids through school.



All the Battlewagons in Pearl made the trip across the equator, the first time in many years that a U.S. Naval vessel had crossed the line. They circled Christmas Island.

On the USS West Virginia, Flagship, ran the Chief of Staff, Rear Adm. Kidd through the pollywog line, and later on he was assigned to be Commander Battleship Div. 1. Embarked in the USS *Arizona* and later on lost his life in the debaucle. His son was assigned as the first Commanding Officer of the USS *Kidd* when it was commissioned.

Wood was supposed to have flown from Honolulu to the States, Christmas Day and marry Ann Smith the last week in December 1941.

Steve Morgan, GM 3/c shipped into the Navy with Wood. Morgan was the Gun Captain of the middle gun in Turret Number 2 (14 inch) on the USS *Tennessee* during the attack. His gun had a big chunk torn out of the breech collar due to an armor piercing projectile being dropped from high altitude.

He married Ann Smith in Philadelphia in 1945. They reared six children. Ann died of cancer in 1986. They were married for 41 years.

WILLIAM A. WOODS, RM 1/c, USS *Missouri* (BB-63), born Dec. 8, 1921 in Kansas City, MO. Enlisted in the USNR 39th Div., 8th Bn. in 1938. Went on active duty in 1940 USNTS (Radio) Indianapolis, IN.

Ships served on: USS *Vincinnis* (Heavy Cruiser) Sea Barracks, Charleston, SC to put the USS *Hobson* (Destroyer) in Commission, USS *Cymophane* (Sea going yacht) USNH, Portsmouth, VA, USS *Biloxi* (Lite Cruiser), USS *Pecos* temporary duty for transfer to the USS *Missouri*.

Point system discharge, Good Conduct Medal, American Theatre Ribbon, American Defense with

"A", Asiatic-Pacific w/six Stars, Philippine Liberation Ribbon w/one Star and African Middle East Ribbon w/ one Star.

Discharged on Oct. 23, 1945. Achieved the rank of RM 1/c.

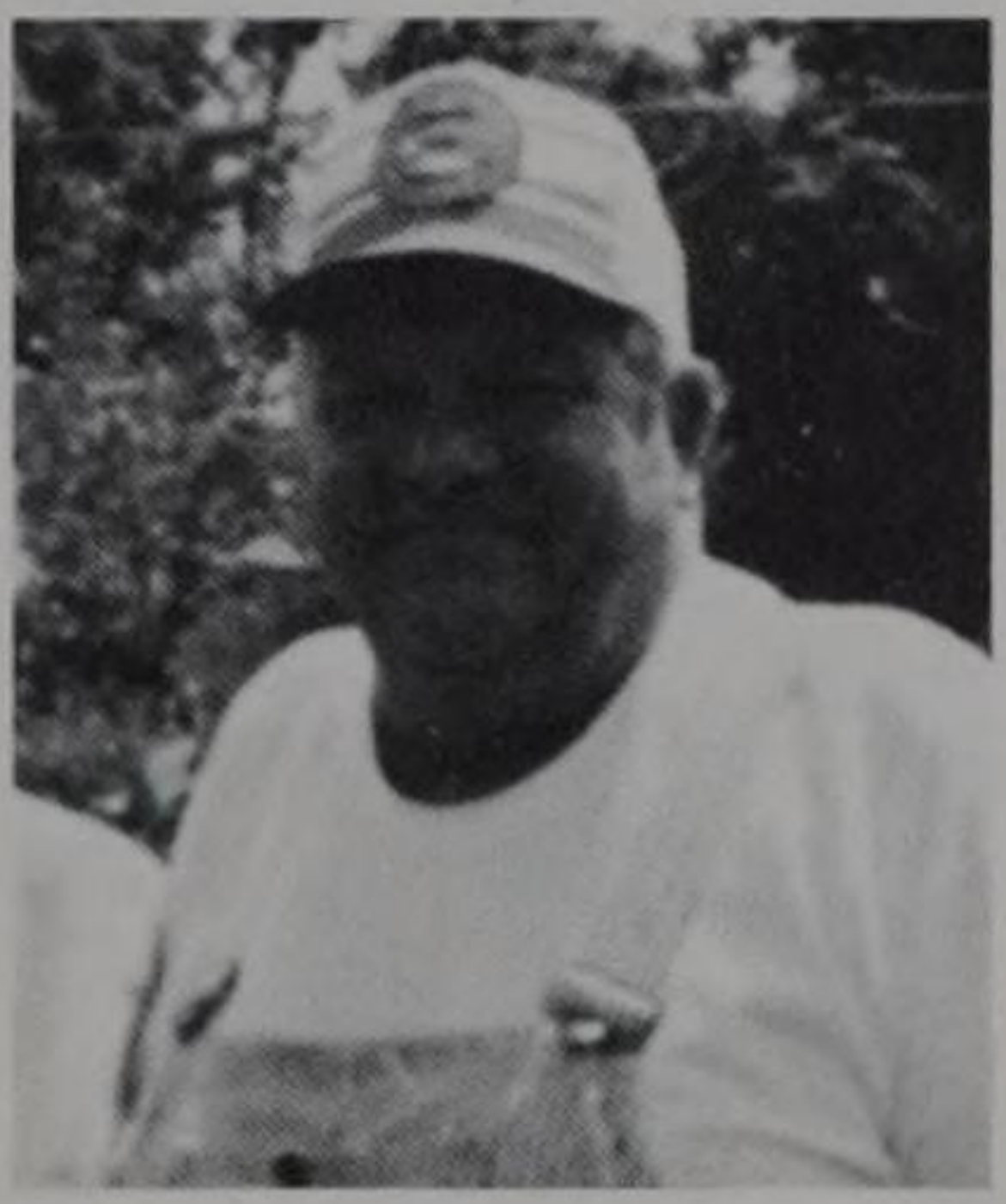
Education High School, College and Flying School.

Bill is married and has one daughter and two granddaughters. Has worked as a Plasterer and Wall Board Finisher and retired in 1983.

Boarded the USS Missouri on a high line transfer from the USS *Pecos* (Tanker). The USS *Missouri* was the first ship in the Pacific Fleet to have a radio teletype in which Bill was one of four radio men who had the pleasure of telling the world of the Japanese Surrender.

THEODORE G. WOODWARD, BM 1/c, USS *Oklahoma* (BB-37), born Jan. 28, 1918 in Parkplace, OR. High school graduate 1937. Enlisted in U.S. Navy June 13, 1939 at Portland, OR. Ninety days at San Diego NTS. Was assigned to USS *Oklahoma* (BB-37).

After Dec. 7, 1941 at Pearl Harbor, was assigned to the USS *Waters* (DD-115). On Alaska Patrol, towed P.T. boats to Kiska and Attu area. Returned to Seattle, ship was converted to A.P.D. #8 (high speed attack transport). Arriving Guadalcanal after initial landing, made almost every landing in the Solomon Islands campaign shot down three planes and steamed behind enemy lines at night to pick up USS *Helena* survivors, some French Nuns and children and one captured Japanese Pilot.



Received the American Defense Medal (Fleet Clasp), American Campaign Medal, Asiatic-Pacific Campaign Medal and Victory Medal. Rated some Bronze Stars on the Asiatic-Pacific but never could figure how many, they were shelled by shore batteries and bombing runs by planes while at Guadalcanal and up the slot regularly for approximately 16 months, but they never lost a man.

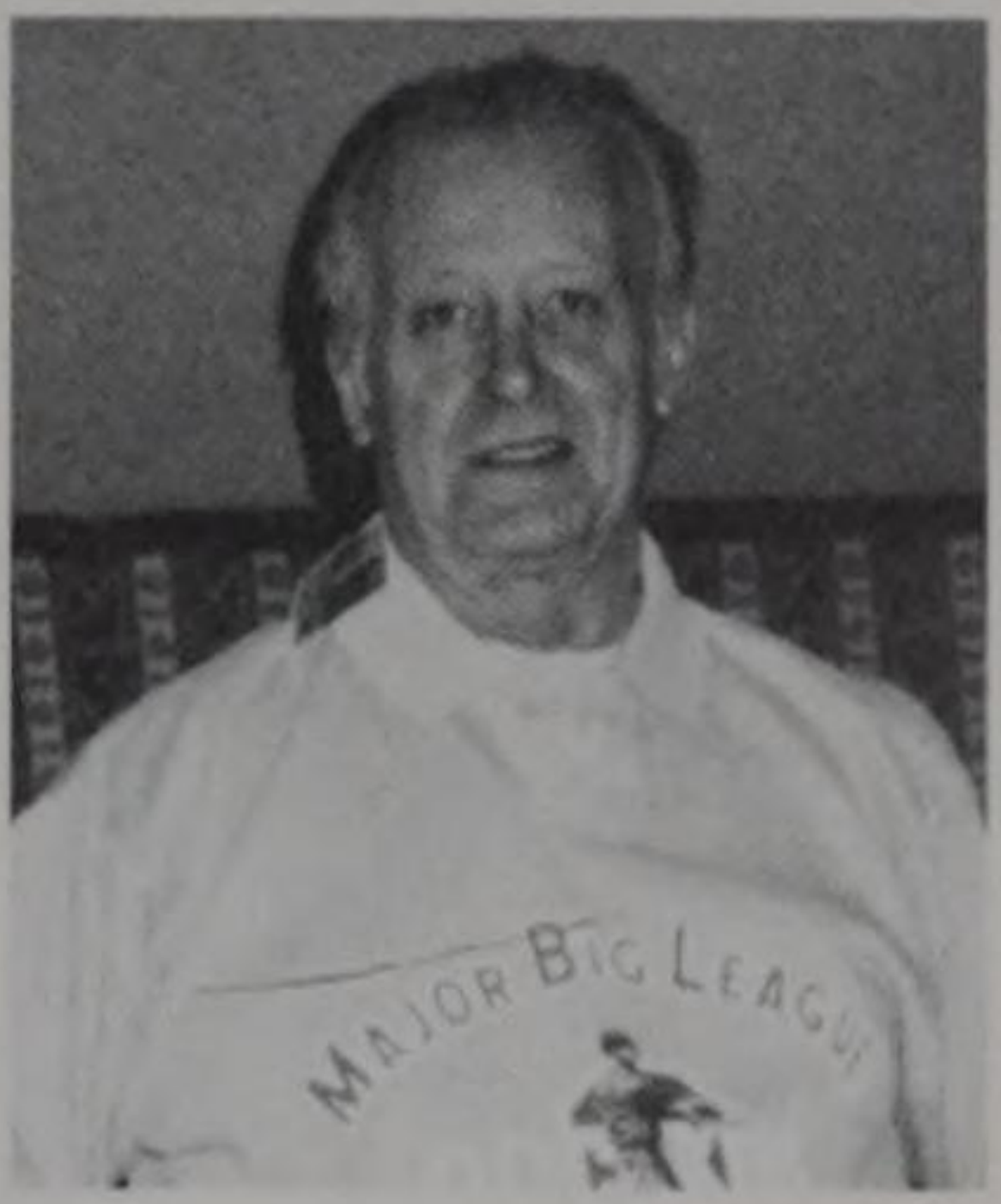
Transferred to LST 267 for a short time. Back to States for 30 days leave. Assigned to Newport, RI NTS to help train pre-commissioning detail for USS *Antietem*. Was discharged at Philadelphia Navy Yard. Rating BM 1/c. The war in Europe was over.

Returned to Long Beach, CA and worked three years in the Naval Shipyard as a rigger and small boat operator.

Moved back to Oregon and worked two seasons as a commercial salmon fisherman. Returned to Long Beach, CA and worked 18 years for construction company as a truck driver, started a secondhand business for three years. Moved back to Oregon, became a custodian for a junior high school for 11 years. Retired at 62.

GEORGE E. WORKMAN, Cox, USS *South Dakota* (BB-57), born Nov. 3, 1925 in Chicago, IL. Was inducted into the Navy May 16, 1944 and went aboard the USS *South Dakota* in September 1944, at Pearl Harbor, HI, just out of boot camp. Looking at the big ship, he remembers being scared and thinking, "How did I ever get assigned to such a big battleship!".

After many months of being aboard and after being in Tokyo at surrender, he was, and still is very honored at being given the chance to serve aboard the USS *South Dakota*. While in service, received the Asiatic Pacific w/five Stars and the Philippines Liberation w/ two Stars.



Out of many experiences on board and many general quarters, a few of which caught him in the shower with no clothes, the one which he still thinks of is the typhoon with the 120 mile gale in January 1945. They lost three destroyers and all those men aboard. He was on five-inch gun watch at the time and none of them knew how they kept righting themselves. They kept saying, "Come back up, come back". Their gun barrels were in water, first to port, then to starboard. It was quite an experience and, as many others are, he is very thankful that the Lord was with them and with many others while aboard.

He is presently married and has two sons, one daughter, and two grandchildren. He has been in construction for 37 years and hopes to retire in two years.

MATTHEW S. WOZNIAK, Fireman 1/c, USS *Tennessee* (BB-43), B Div., born Jan. 23, 1926 in Manchester, NH. Enlisted in Navy Nov. 4, 1943. Boot training in Newport, RI. Discharged March 28, 1946.

Received the WWII Victory Medal, American Area Medal, Asiatic-Pacific Theatre Medal w/four Bronze Stars, Philippine Liberation Medal w/one Bronze Star and Presidents Unit Citation.

Married Jeannette Gosselin. They have two children and three grandchildren. Retired Dec. 31, 1988 after 32 years as a carrier with the U.S. Postal Service.

ROBERT W. WRAY, MM 3/c, USS *Pennsylvania*, born Feb. 8, 1917 in Christiansburg, OH. Enlisted in Navy July 1943. Discharged November 1945.

A mistake was made when he went aboard USS *Pennsylvania*. He was put into 4th Div. and behind a 14" gun in #4 turret. An experience he will never forget.

In August 1945, when they took torpedoes and the memories of fighting to keep the ship afloat.

Campaign Ribbons: Asiatic-Pacific w/five Stars, Philippine Liberation w/two Stars, Navy Unit Commendation and the Good Conduct Medal.

Married Dorothy Petzo Sept. 16, 1943. They have three children and six grandchildren. Retired September 1983 as a manager of maintenance and plant engineering from Cooper Industries. He has been working with youth for many years and finds it very rewarding.

EUGENE M. WRIGHT, CBM (D-Ret.), USS *Nevada* (BB-36), born May 16, 1918 Rattlesnake Buttes, CO. Joined the Navy June 12, 1936 and after training at NTS San Diego, and completing Electrical Ordinance School, was assigned to the USS *Nevada* Feb. 2, 1937.

Reached rank of BM 2/c when the *Nevada*, the only battleship able to get underway during the Pearl Harbor attack, was sunk in Pearl Harbor Dec. 7, 1941. Was designated as a key man, made CBM Sept. 1, 1943. Stayed with the ship until March 29, 1945, after he met a kamikaze (suicide plane) on March 27, 1945. Medical discharge was received July 4, 1946.

Awards received were Purple Heart, Good Conduct, Expert Rifleman, Asiatic Pacific Campaign-with Fleet Clasp, American Campaign, European Campaign and WWII Victory Medal.

After refloating at Pearl Harbor and rebuilding at Bremerton, the *Nevada* combat operations were: backing up invasion forces in Massacre Bay, Attu, Aleutian Islands, five Atlantic convoys then the invasion of Normandy France, bombardment of Cherbourg France, invasion of Southern France, neutralizing a French battleship at Toulon France, neutralizing 15 inchers at Cape Cicie France, neutralizing emplacements on Pomegues and Ratonneau Islands protecting Marseille France, pre-invasion bombardment and supporting invasion forces at Iwo Jima South Pacific, pre-invasion bombardment and supporting invasion forces at Okinawa Japanese Islands and bombardment of residue Japanese forces on Jaluit Atoll South Pacific. The *Nevada* was then assigned as the bullseye for the airborne Bikini Atom bomb test, was on the perimeter for the underwater test, and still staying afloat but being completely radio active, was towed back to Hawaii and was used as a gunnery/torpedo target and sunk 66 miles southwest of her old home port of Pearl Harbor.

HERBERT W. WRIGHT, EM 1, USN, USS *Tennessee* (BB-43), Jan. 4, 1941-March 11, 1947, took part in the attack on Pearl Harbor Dec. 7, 1941. While attached to USS *Tennessee* (BB-43).

Also served on board USS *Massachusetts* during North Africa Invasion at Casablanca and in South Pacific. Recipient of four Battle Stars and two Good Conduct Medals.

ROBERT J. WYNNE, Parachute Rigger 2/c, USS *Idaho* (BB-42), born Clifton, NJ Oct. 28, 1922. Inducted into Navy Aug. 18, 1942 in New York City. Honorably discharged Dec. 17, 1945, Lido Beach, NY. Boot camp at Newport, RI. Aviation Metalsmith School at Jax, FL winter 1942. Parachute Riggers School at North Island San Diego, CA. Graduated July 31, 1943. Made one airplane jump and one tower jump. Assigned to USS *Idaho* (BB-42) during the fall of 1943, at Long Beach, CA VO3 Sdn. Duties aboard ship were to keep the parachutes in A-1 shape and condition in charge of all safety gear and flight gear.

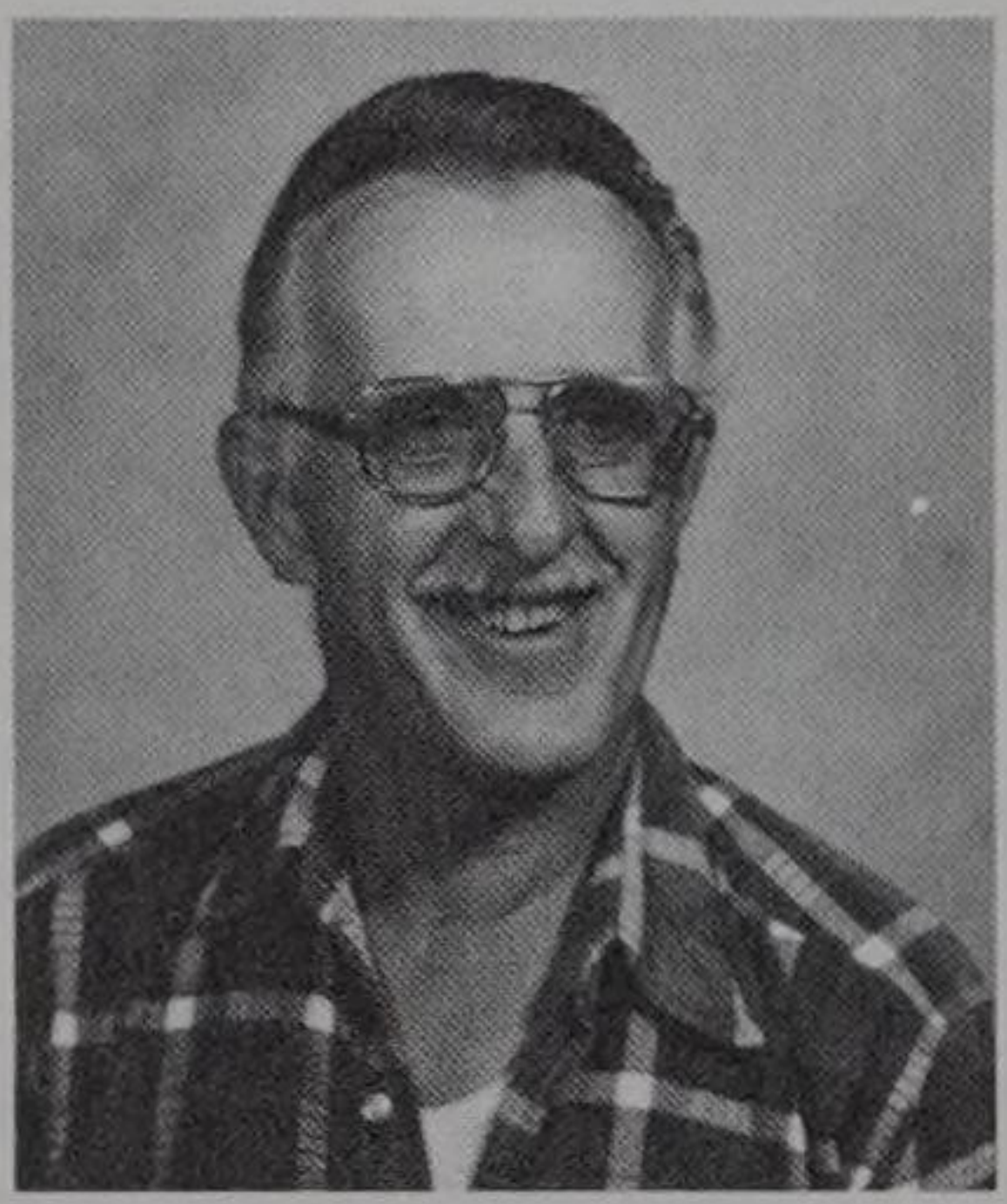
The *Idaho* took part in the following combat operations: Makin, Kwajalein, Eniwetok, Saipan, Tinian, Guam, Peleliu, Iwo Jima, Okinawa, and was lead ship into Tokyo Harbor for the signing of the Peace Treaty.

While working at the parachute loft at Alameda Airstation, had liberty on a Saturday, when he reported back to the Airstation he was informed that he had missed being picked up for duty on the jeep carrier "Liscombe Bay". Several months later, aboard the *Idaho*, gassing the aircraft for morning flight, witnessed the explosion of the Liscombe Bay on Wednesday Nov. 24, 1943 at approximately 5:00 A.M. Guess the good Lord was watching over him and put him on the right ship.

Received the Air Medal for five flights (spotting missions) over Okinawa (probably the only chute rigger with this award).

He is still working as a salesman in the corrugated printing plate business in New Jersey. Married in 1947, has five children and now has ten grandchildren with another on the way. His wife of 42 years and he have traveled extensively.

JOSEPH T. YAGUNIC, S 1/c, USS *Missouri* (BB-63), born Dec. 18, 1922 in Chicago, IL. Enlisted in the Navy Dec. 14, 1942. Boot training Great Lakes, IL (six weeks) Armed Guard School, Gulfport, MS (six weeks). Upon completion assigned to S.S. *Geo. H. Williams* as a Navy Gunner doing convoy duty in the Atlantic Ocean, Mediterranean, and North Sea. Transferred from the Armed Guard to Newport, RI and assigned to the USS *Missouri*. Served aboard as part of pre-commissioning detail in April 1944 through commissioning on June 11, 1944, shakedown and the Pacific Ocean arriving at Peal Harbor Dec. 24, 1944. Departed Hawaii and joined Task Force 58 destination Tokyo, Iwo Jima, Okinawa, and Sept. 2, 1945 Tokyo Bay to witness the Japanese emissaries coming aboard for the surrender ceremony. Discharged March 12, 1946.



He is a retired letter carrier enjoying living in Glendale, AZ with his wife and family.

JOSEPH F. YAKLOWICH, MoMM 1/c, USS *Pennsylvania*, born March 27, 1921 in Reading, PA. Joined the CCC in 1937 and served approximately two years. Enlisted in the Navy February 1940 and completed boot camp training at Great Lakes, IL. Chose to serve on the USS *Pennsylvania*. While out on maneuvers, July 1940, lookouts spotted the Japanese Fleet in the vicinity of Christmas and Palmyra Islands. Adm. James Richardson, later flew to Washington to report the sightings, to no avail. Shortly thereafter Adm. Richardson was relieved of his command by Adm. Kimmel.

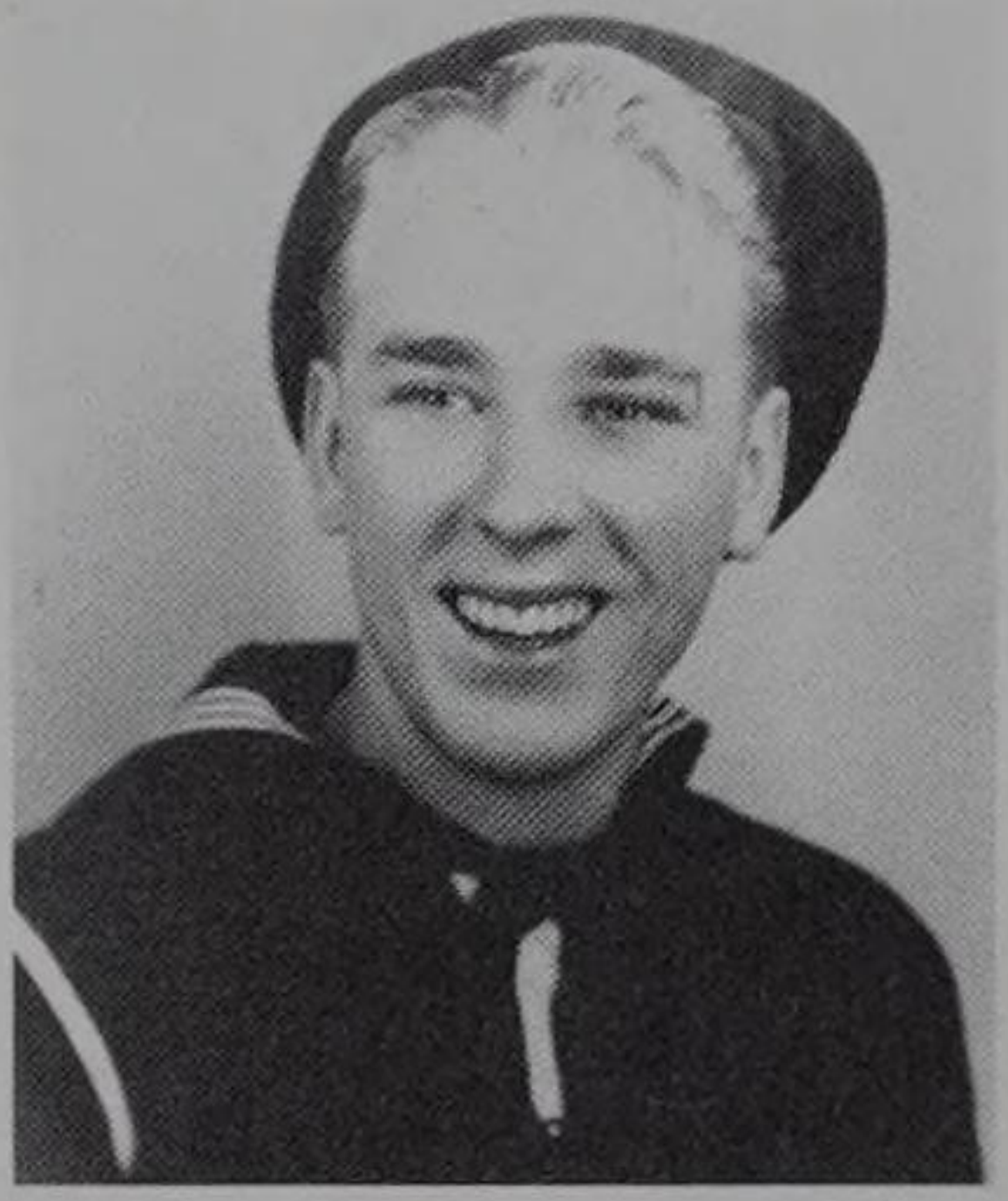
The day of the Japanese Attack, Dec. 7, 1941, Yaklowich was a MM 2/c in the Main Engine Gang. The USS *Pennsylvania* was in dry dock with three of the ship's screws and steam lines removed and no power on board except for the lighting coming from dockside. They ran out of AA ammo but received some from the USS *Helena* which was moored nearby. The USS *Pennsylvania* was hit by one bomb on the starboard side.

Yaklowich volunteered for Submarine duty and was accepted November 1942. Attended eight weeks Sub School and eight weeks Diesel School. Rate changed to MoMM 2/c. Another month of training on the R-2-SS78 and then was assigned to commission the USS *Cero* (SS-225). Completed five war patrols, three of which were successful, transferred to the USS *Euryale* Sub-Div. 181 and returned to Groton, CT to commission the USS *Dentuda* (SS-335). Only patrol between China and Formosa was successful.

Honorably discharged March 1946. Received the U.S. Submarine Combat Award, three Gold Stars, American Defense w/one Star, Asiatic Pacific Campaign w/two Stars, American Area, Good Conduct and WWII Victory Medals.

Finished high school under the G.I. Bill June 1947. Joe has four daughters Judy, JoAnn, Janice and Jolene and three grandchildren, Lindsay, Jedd, and Troy. After 29-1/2 years with AT&T Technologies, as a pipe fitter, he retired in October 1985. His hobbies are hunting, fishing, gardening and dancing. Is an Active Life Member of Pearl Harbor Survivors Assn., Battleship USS *Pennsylvania* Reunions, Organizer and Active Life Member of U.S. Submarine Veterans WWII.

GERALD WAYNE YARBROUGH, S1, USS *Alabama* (BB-60) and USS *Massachusetts* (BB-59), born November 1927 in Flint, MI. Enlisted July 13, 1945. War ended while he was in boot camp. Served aboard the USS *Bennington* (CV-20), USS *Scott* (DE-214), and USS *Otter* (DE-210). Awarded American Theater and WWII Victory Ribbons.



Literally "walked the plank" from the bridge of an LCI to the main deck of the *Alabama* the night they reported for duty in San Pedro Bay, CA. The cruise on the *Massachusetts* from San Francisco through the Panama Canal to Norfolk in 1946 was most enjoyable.

Discharged in 1947. After college, worked on two Michigan newspapers before joining Detroit's largest advertising agency. Retired in 1987 as a vice president after 31 years. Married in 1950, they have six children and nine grandchildren. Now living in Seminole, FL where they perform as "YO YO" and "Topsy" the clowns.

ANTHONY J. YANNOTTI, Seaman 1/c, USS *Missouri* (BB-63), born Nov. 15, 1925 in Schenectady. Enlisted in Navy Jan. 10, 1944. Discharged March 16, 1946.

Remembers the battles of Iwo Jima and Okinawa and the signing of the Peace Treaty.

Married Eleanor Pasquarello Oct. 6, 1951. They have three sons and four grandchildren. Retired Jan. 1, 1986 from General Electric.

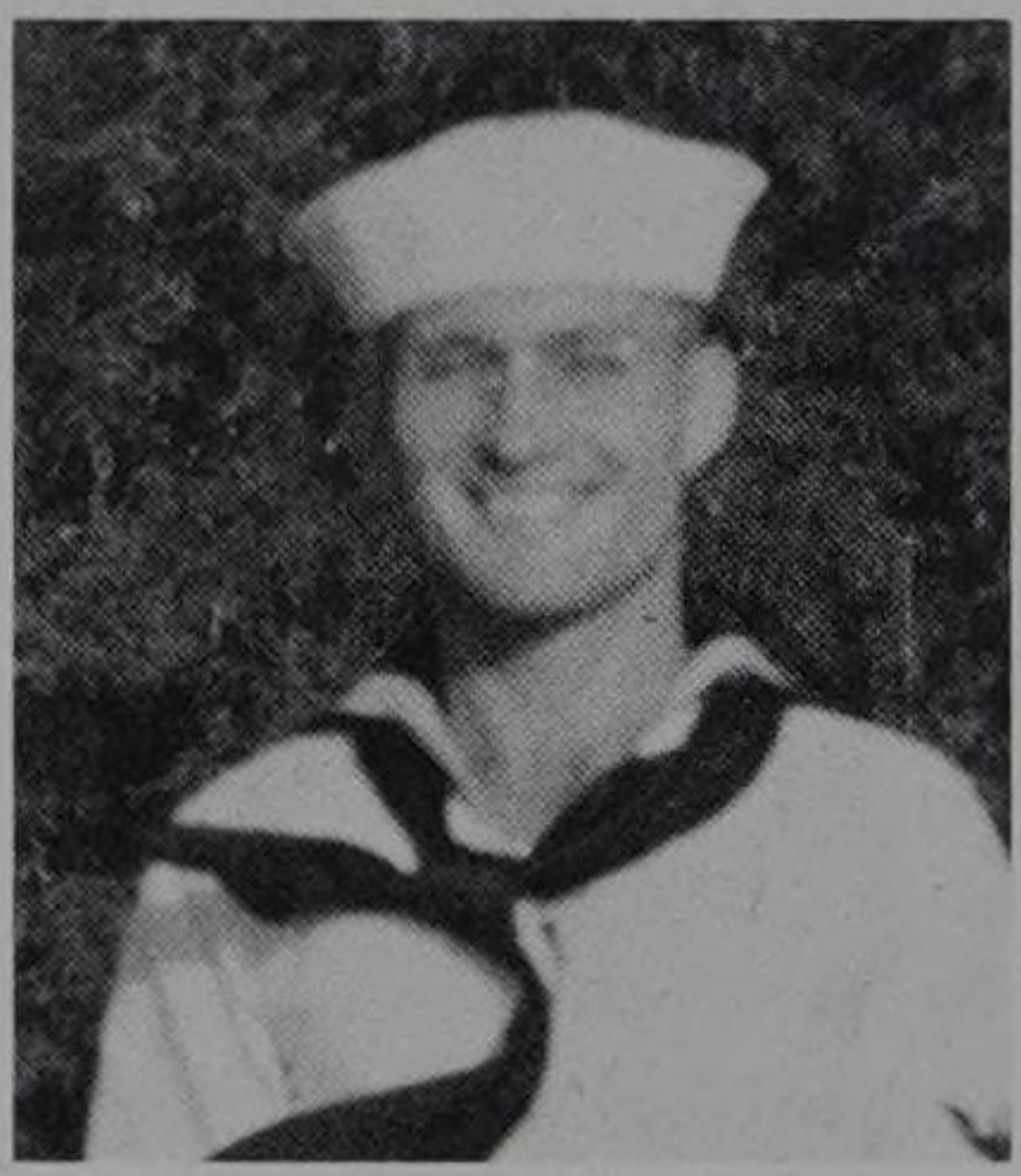
ARTHUR LEE YATES, FCO 2/c, USS *Pennsylvania* (BB-38), born Dec. 5, 1921, in Plant City, FL. Graduated from P.C.H.S. Enlisted in Navy May 1942, boot camp at Great Lakes. Transferred to Optical School, Mare Island, CA. Transferred to USS *Pennsylvania* (BB-38) in December 1942. Assigned to "F" Div., Optical Gang, reaching FCO 2/c before war ended. Learned watch repair while in charge of Title B stop watches.

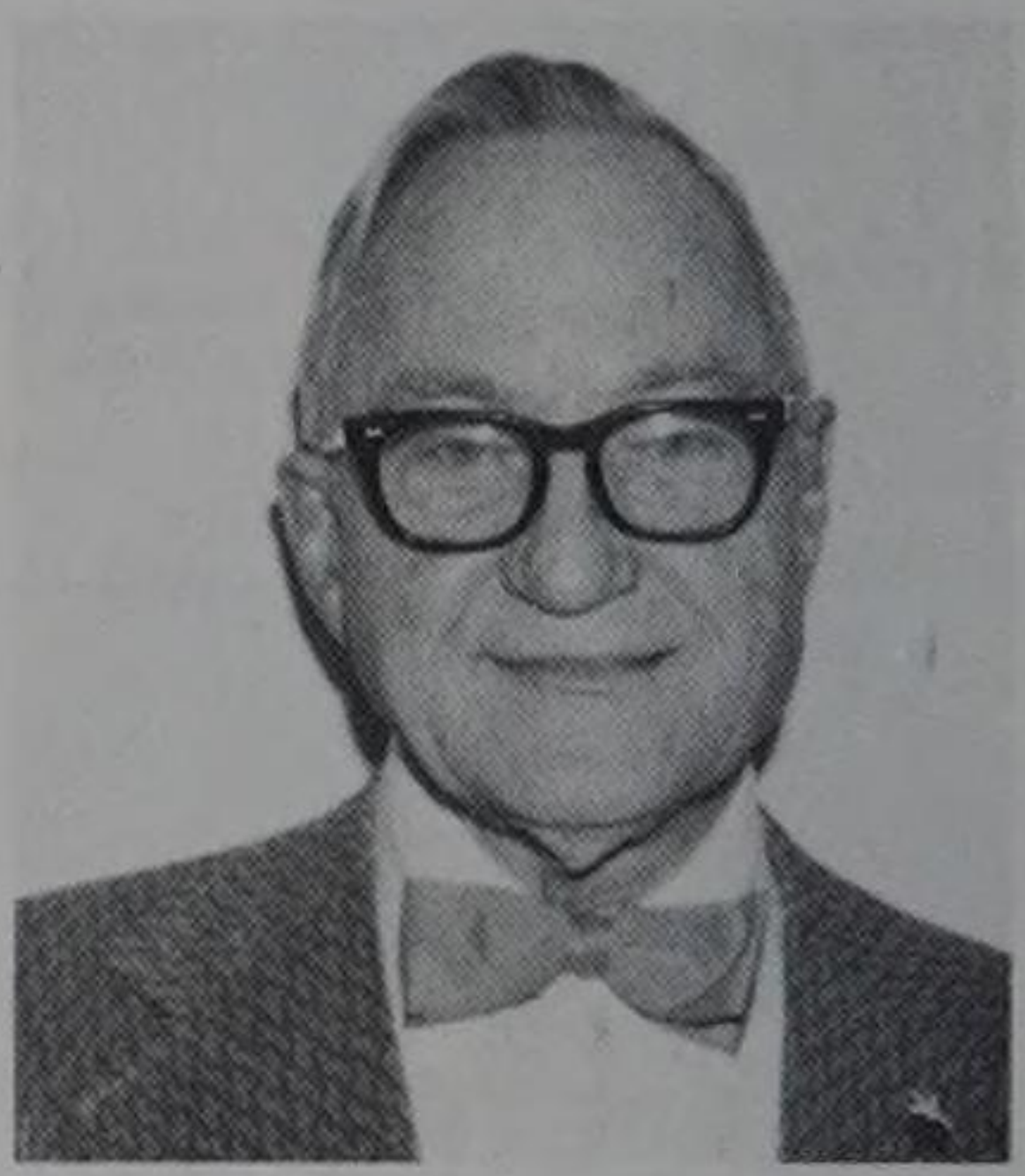
Served through 13 amphibious operations, from Attu to Lingayen Gulf. Transferred to Advanced Fire Control School in May 1945, at Anacostia, MD. Was there when war ended. Served as Main Battery Range Finder Operator while on Pennsy.

Studied watchmaking and genealogy after war, had successful business in Tampa, FL which was sold to two sons in 1980. Retired to Brooksville to 20 acre tree farm. Married Rita M. Yates. They have five children and eight grandchildren.

WILLIAM ELTON YIELDING, SR., Lt. (jg), USS *Idaho* (BB-42), born July 18, 1913 in Singleton, TX. Enlisted in the U.S. Navy March 10, 1931 in New Orleans, LA. In training at U.S. Navy Training Station, San Diego, CA until June 1931.

Served on board USS *Idaho* (BB-42) July 1931 to October 1936; USS *Whipple* (DD-217) November 1936 to May 1939 in Asiatic Fleet; U.S. Naval Academy July 1939 to June 1943; USS *Columbia* (CL-56) September 1943 to June 1944; USS *Randolph* (CV-15) July 1944 to September 1945; U.S. Naval Hospital ships and U.S. Naval Hospitals September 1945 to April 1, 1947. Retired from Active Duty with the Rank of Lieutenant (Junior Grade) on April 1, 1947.





Received Good Conduct Medal, China Service Medal, American Defense Medal w/one Star; the Asiatic-Pacific Medal w/seven Stars; Philippines Liberation Ribbon; American Theatre Campaign Medal; WWII Medal.

William married Mary Josephine Fernandes on Dec. 19, 1934 in Norfolk, VA; has four children and four grandchildren. After retirement from the U.S. Navy, he owned and operated a general Insurance Agency and a Real Estate Business in Newport News, VA; sold the Insurance business about 1980, but still owns and operates the Real Estate Business.

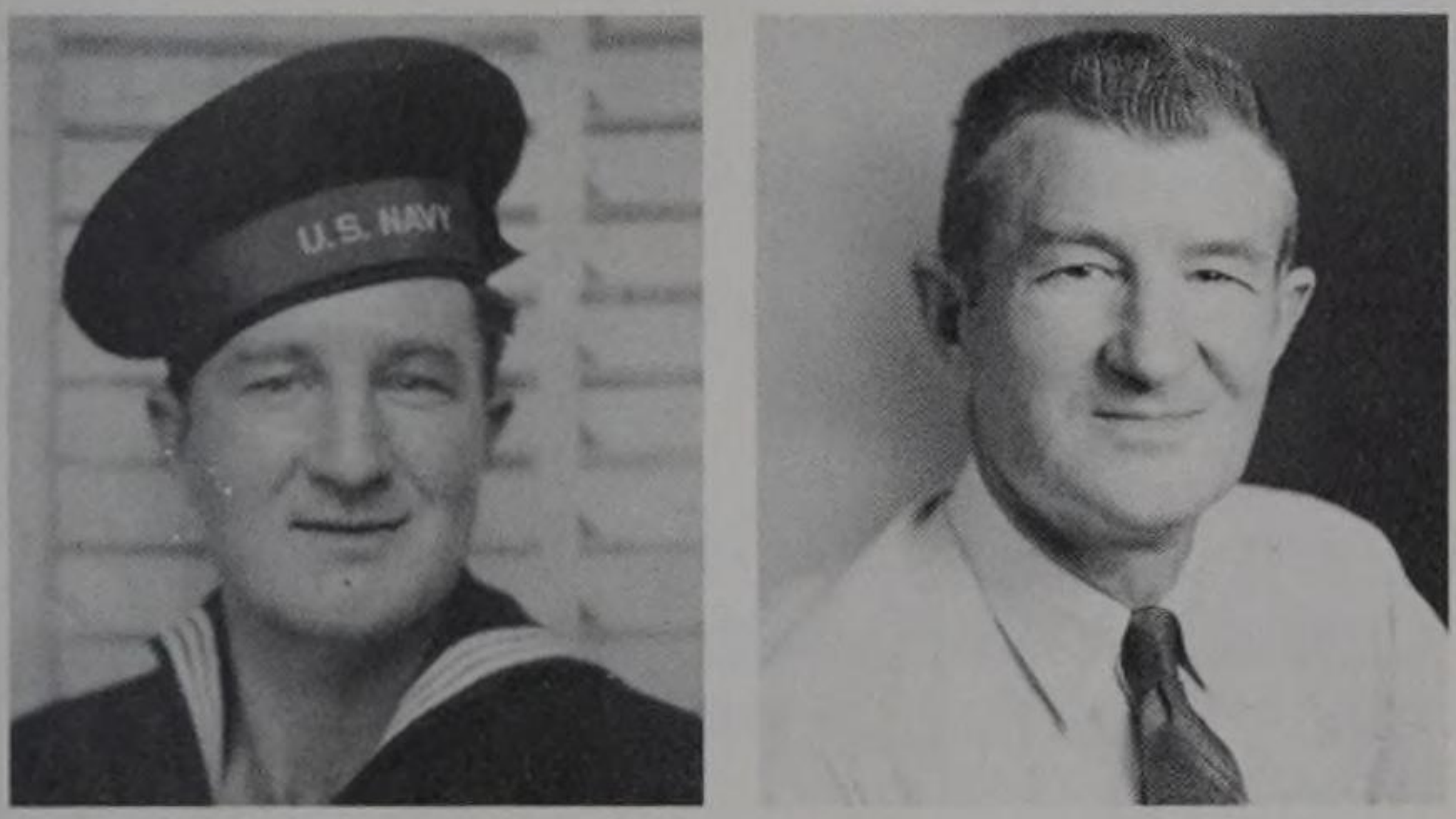
In addition to the various Naval battles and campaigns he was in, two memorable experiences come to mind. (1) In July 1937 the Asiatic Fleet went to Vladivostok, Siberia for a five day visit. While there the Red Army and the Red Navy each gave them a banquet and also invited them to a Circus which was put on for their benefit. He still has the Circus program — everything on the program is in Russian except on the front of the program in English is: "Circus Shapito Performance in honour of the arrival of the U.S.A. Naval Squadron, July 28, 1937 — Vladivostok"; and (2) The USS *Whipple* (DD-217) was at Changwangtow, China in the summer of 1938. All Northern China was in the hands of the Japanese, Peking, China for five days each, arrangements were made to attach a coach to a Japanese troop train.

ERWIN P. YOUNG, JR., Lt., USNR (Ret.), USS *Maryland*, USS *Wisconsin*, born Aug. 16, 1922, Junction City, AR. Moved to Hope, AR 1925. Attended public schools Hope, AR. Attended Hendrix College, Conway AR, two years. Appointed to United States Naval Academy, graduated with class of 1946 in 1945. Reported to USS *Maryland* August 1945. After Japanese surrender Magic Carpet duty 1945, Moth Ball duty 1946, Pier 91, on *Maryland*. CV-33 1946-1947; LST 219, 1947. Resigned 1947.

Sales Manager Young Chevrolet Company, Inc., 1947-51. Recalled to active duty during Korean conflict. Reported to USS *Wisconsin* January 1952, "R" Division Officer. Damage Control School, Philadelphia, October 1952. Flag Lieutenant Com ServRon 3, 1953. Released from active duty December 1953. Returned to automobile business, Hope, AR, and after 36 years in own business, retired in 1989.

IRVIN G. YOUNG, QMS 1/c, USS *Oklahoma* (BB-37), born Nov. 29, 1911 at Spokane, WA. Enlisted in the U.S. Navy Dec. 28, 1932. Attended recruit training at San Diego, CA. Represented Company boxing at "smokers" held on the base. Upon graduation, volunteered for two months Special Duty on the base, then reported for duty aboard the USS *Oklahoma* (BB-37) June 1933.

Was assigned the 3rd Div. as a deck hand, and later to "C" Div. as a Signalman Striker. In early 1936, the "Okie" made a Goodwill Tour to Europe. He had a wife and new daughter, so he obtained a swap to the USS *Pennsylvania* (BB-36). December 1936, was honorably discharged.



He had the honor of taking part in a Pacific Fleet maneuver crossing the equator, becoming a Shellback.

After discharge, he foolishly overstayed his 90 day limit and was unable to re-enlist until the National Emergency September 1939. Helped recommission and served on the USS *Sands, Foote*, and *Schenck*. January 1941, was ordered to the fitting out and commissioning of the USS *North Carolina* (BB-55). Commissioned April 9, 1941, they cruised the Atlantic until mid 1942 when ordered to the battle zone of the Pacific, taking part in several engagements until torpedoed, and returned to Pearl Harbor for repairs. He was part of a draft returned to the States for New Construction.

Was assigned SubChaser Training at Miami, FL, commissioned SC-1358, served on two more, sent to a PCE in Bermuda, returned for Instructor Training School at Bainbridge, MD; classroom Instructor Precommissioning School Newport, RI; classroom Instructor Naval Training Center, San Diego, CA; for duty aboard LSM, and LST at Guam; returned to States to Commission AKA, USS *Bellatrix* at Treasure Island March 1953. While on shakedown cruise, developed an old back problem resulting from disc removal three years previous, and admitted to San Diego Naval Hospital where he was discharged from Service on Disability Retirement.

Entered Barber College, and remained in the business for the next 30 years when he was forced to retire completely. He stays busy maintaining their home, and building small wind-propelled items for family use. Is a Life Member of the D.A.V., 30 year member of the American Legion, having served two years as Post Commander, and a MAL of the Fleet Reserve Assn. Is also a member of the USS *North Carolina* Battleship Assn. and the USS *Oklahoma* Assn., Inc.

HAROLD E. ZECHEL, PNCS, U.S. Navy (Ret.), USS *Missouri* (BB-63), born in Marinette, WI, March 23, 1929. Completed high school and two years of college. Enlisted in the Navy in May 1950, completed recruit training at NTC Great Lakes, IL.

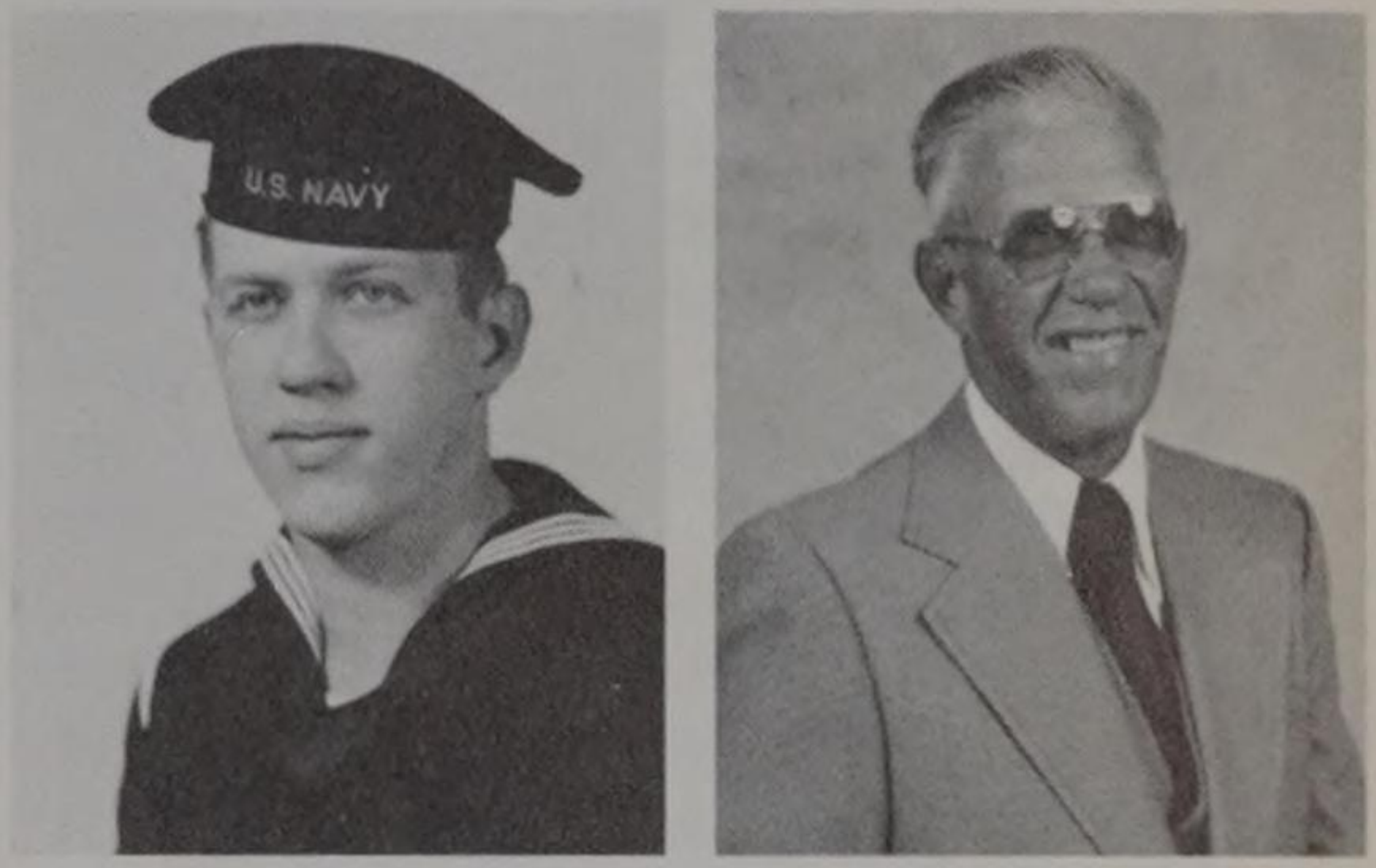
First duty station and ship was the USS *Missouri* (1950 to 1954). "I came to like the Navy so well from duty aboard the BB that I stayed on for 22 years, finally transferring to the Fleet Reserve in February 1972."

Other ships included two DDs and a CLG, USS *Springfield*, which was the Flagship for Commander Sixth Fleet, homeported at Villefranche, France. Also, had shore duty at four commands. Promoted to PNC July 1962 and to PNCS in November 1967. "Duty aboard a battleship, and in particular the *Missouri*, always exemplified the ultimate in Navy customs, traditions, and regulations. If one desires to serve in the Navy he should be assigned duty for a time on board a battleship."

He is now retired from the Navy and civilian career is sales and administration.

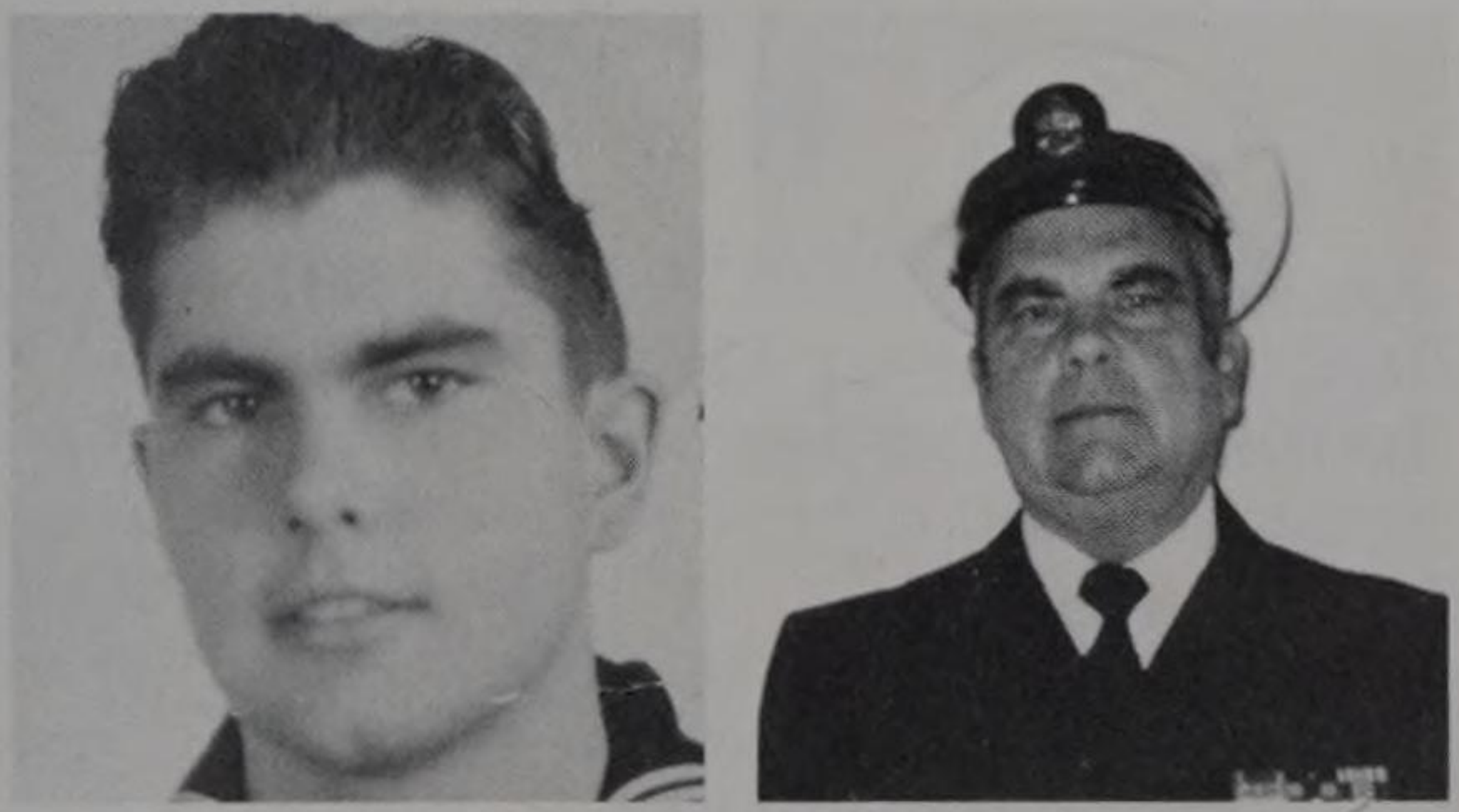
W.R. ZUEHLKE, Chief Storekeeper, USN, USS *Mississippi* (BB-41), born July 11, 1918, Ness City, KS. After high school, enlisted in the Navy Oct. 9, 1939. Boot camp at Great Lakes Training Center.

Transferred to USS *Mississippi* (BB-41), at Bremerton, WA Navy Yard in January 1940. Served on board in the 5th Div. Deck Force, Ships Barber and Supply Department, earning 3rd and 2nd Class Storekeeper. Left Pearl Harbor May 30, 1940 for East Coast for Patrol Duty from New York to English Coast. Also in the North Atlantic when Pearl Harbor was bombed, returned to Norfolk Navy Yard to prepare for war.



Returned to West Coast and South Pacific war zone. Returned to Pearl Harbor in April 1943, transferred to Treasure Island, CA for new construction, received orders for Mare Island Navy Yard to outfit Destroyer Escorts. Promoted to 1st Class and later to Chief Petty Officer. Also had short tour of duty aboard the USS *Gen. Heintzelman* (AP-159), two years on USS *Chukawan* (AO-100) and two years on USS *Cimarron* (AO-22). Discharged in August 1949 at Treasure Island, CA.

His wife and he live in Ashland, KS and he is retired from Northern Natural Gas Company.



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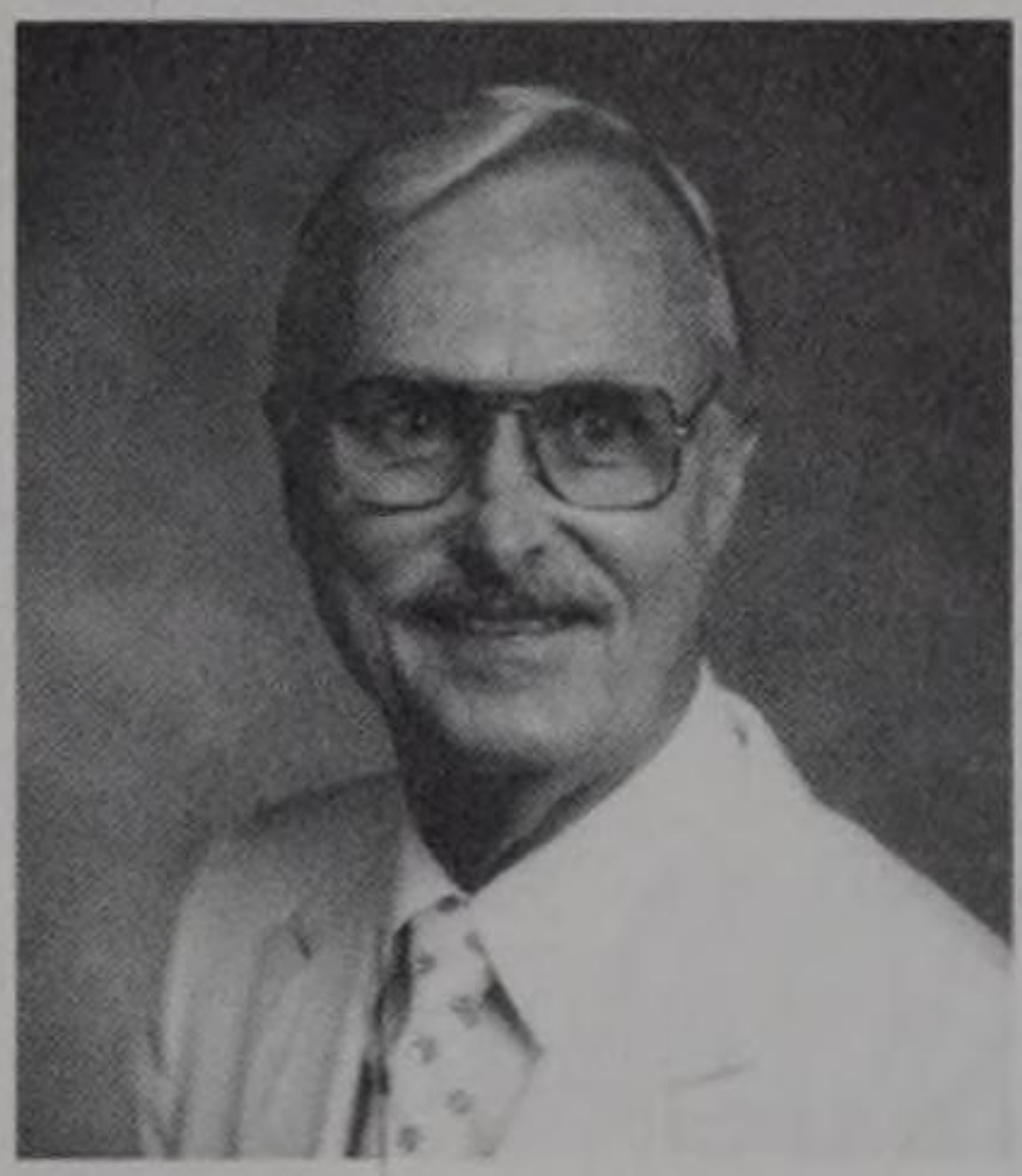

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William Fisher
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Giles T. Ford
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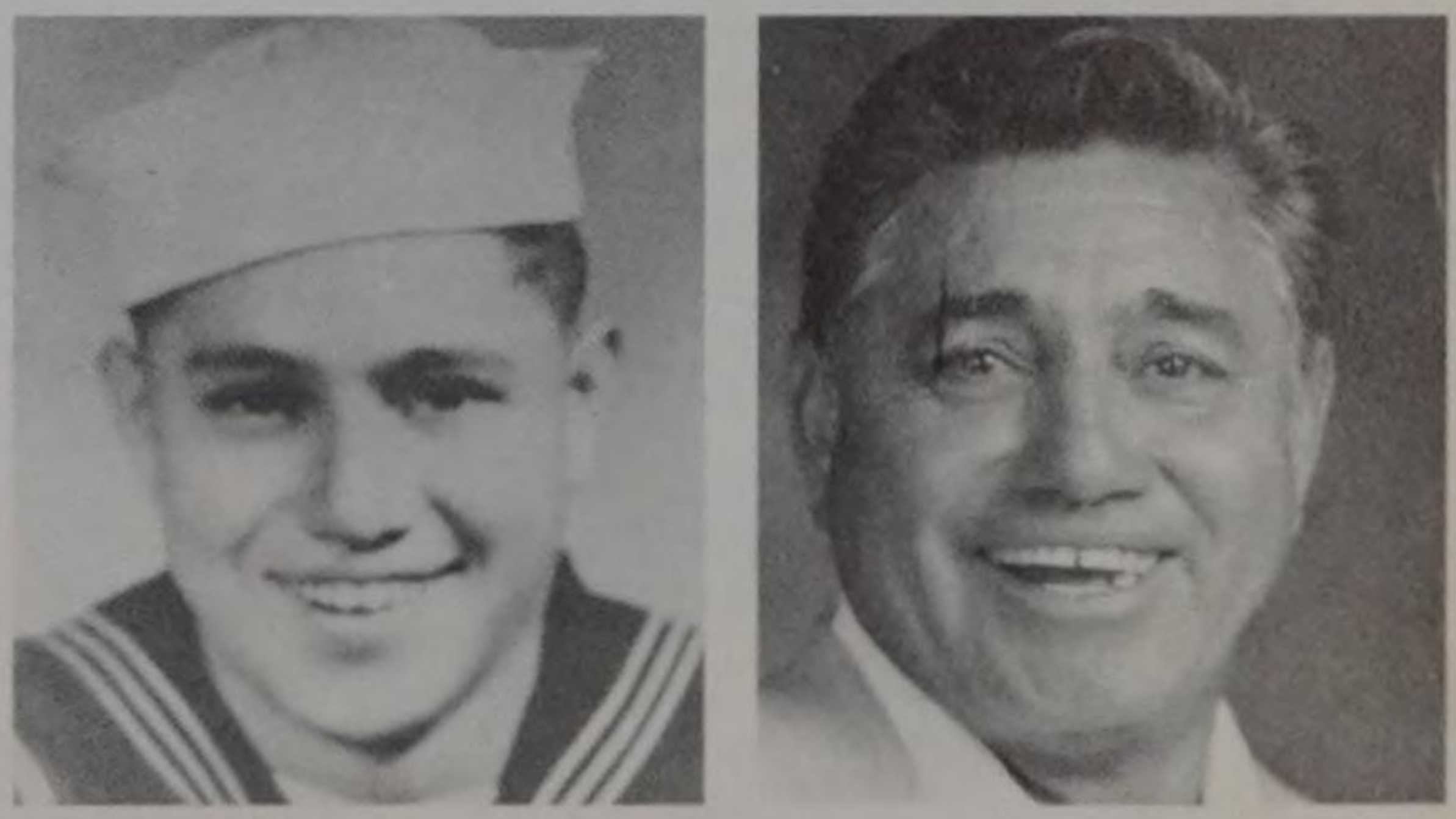
Boxing Team USS Wisconsin



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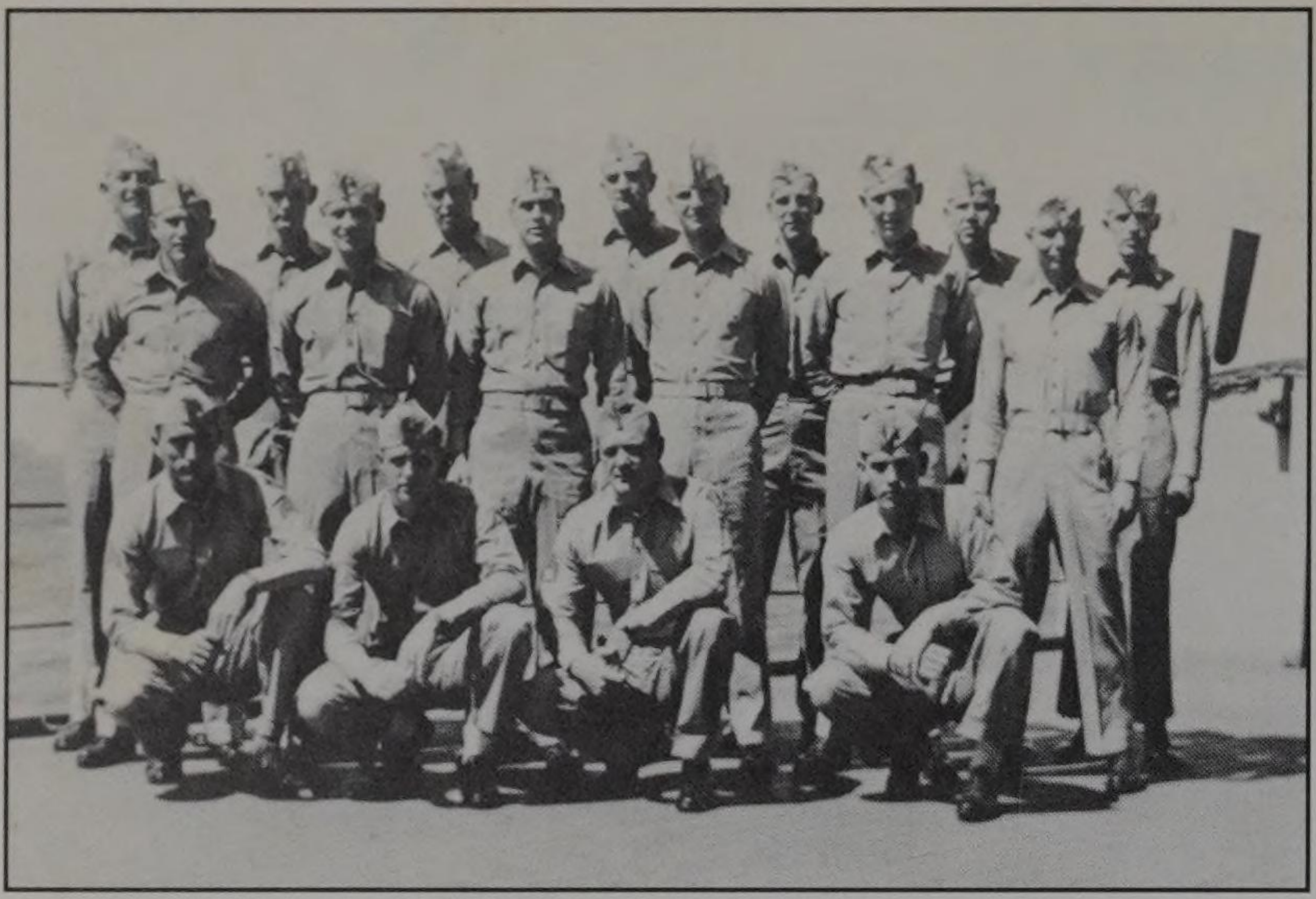
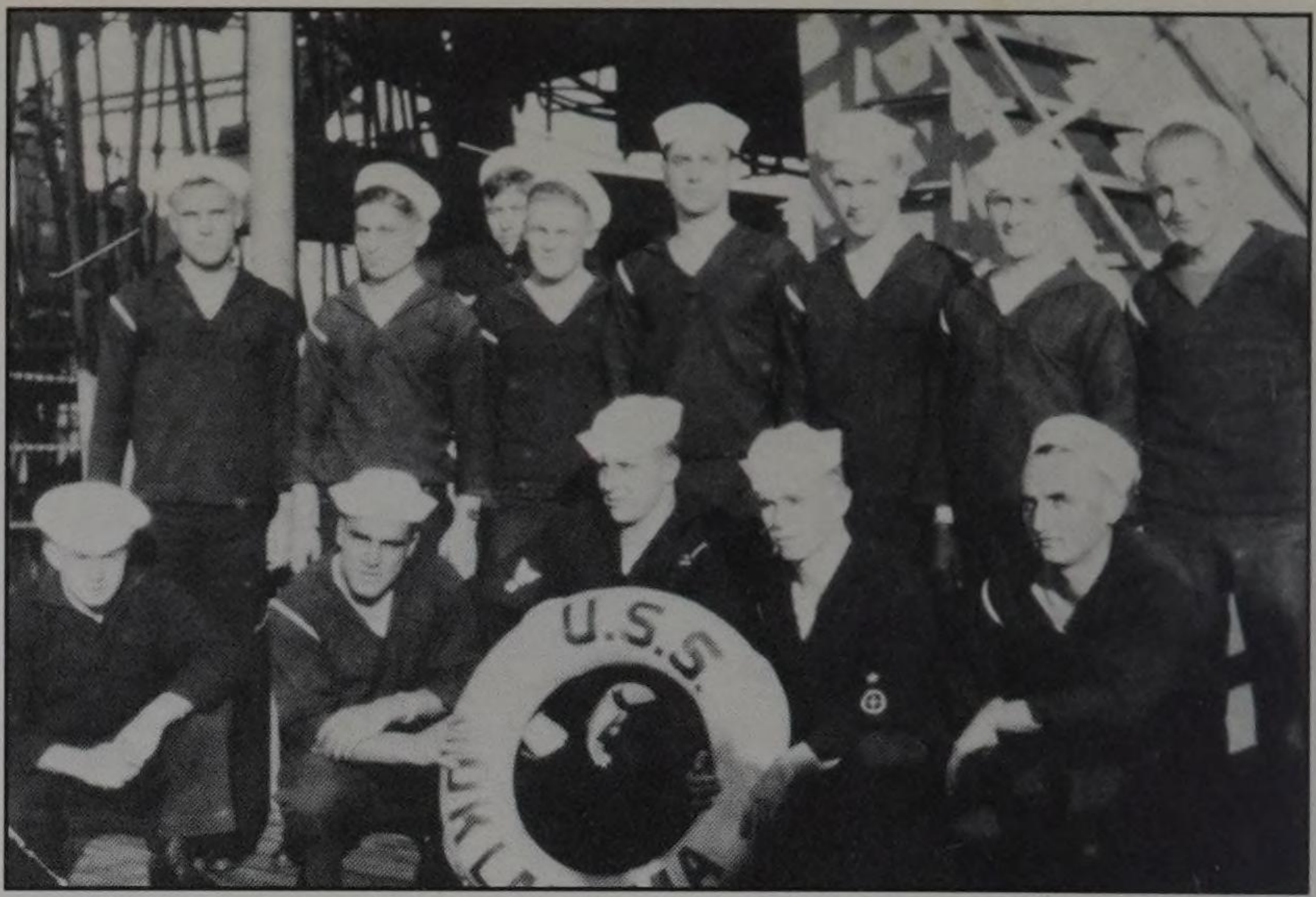
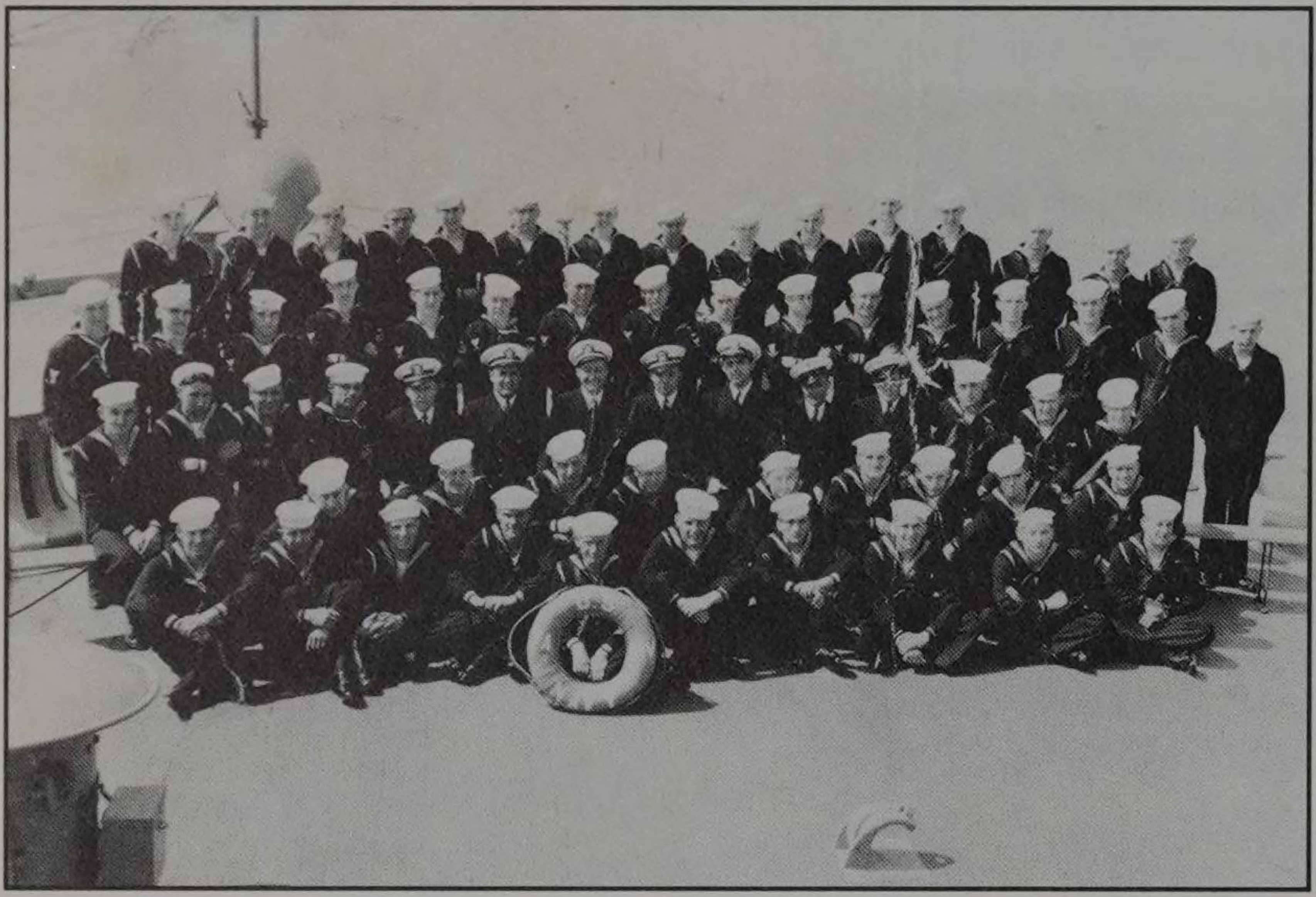
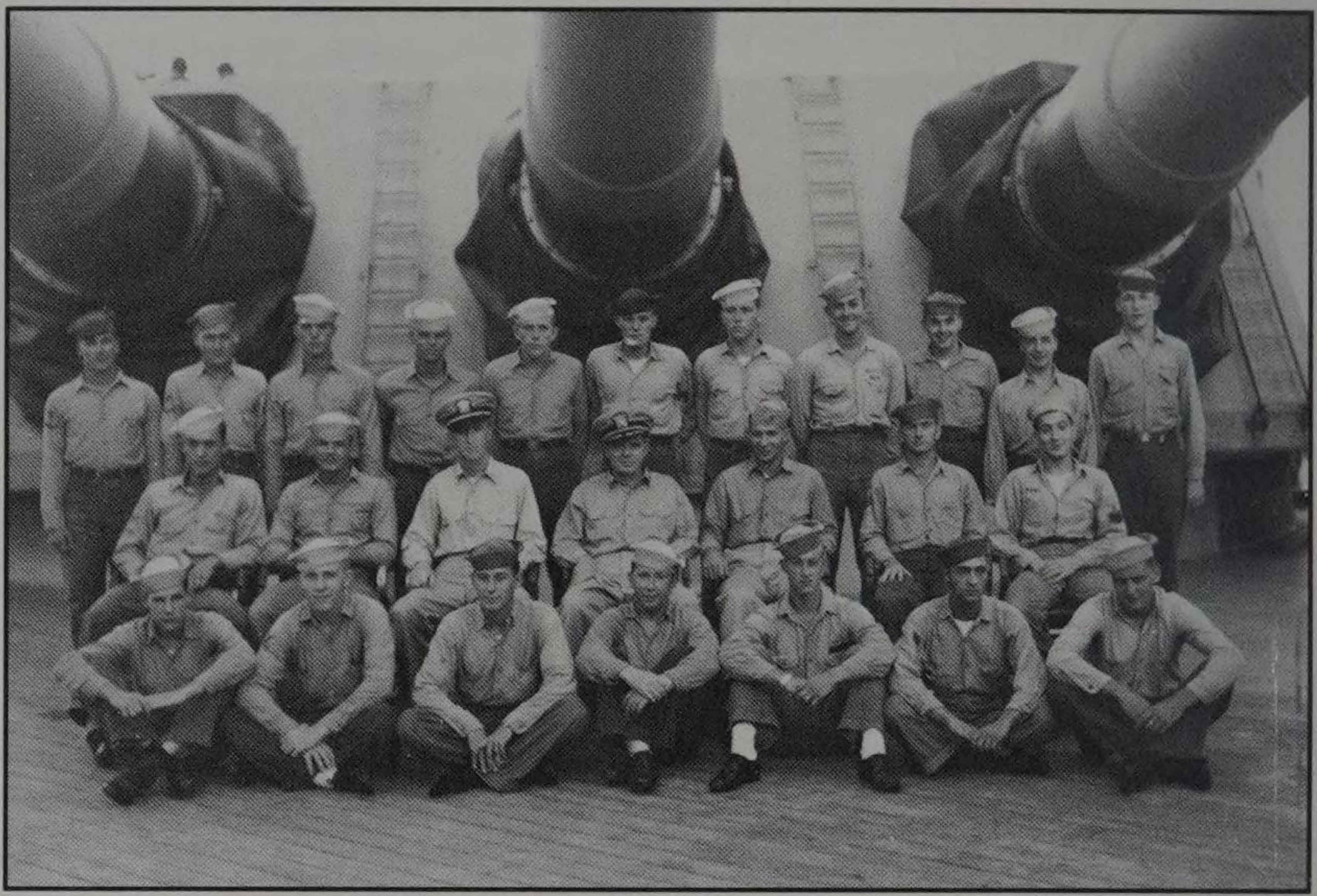

USS Missouri, August 1945.

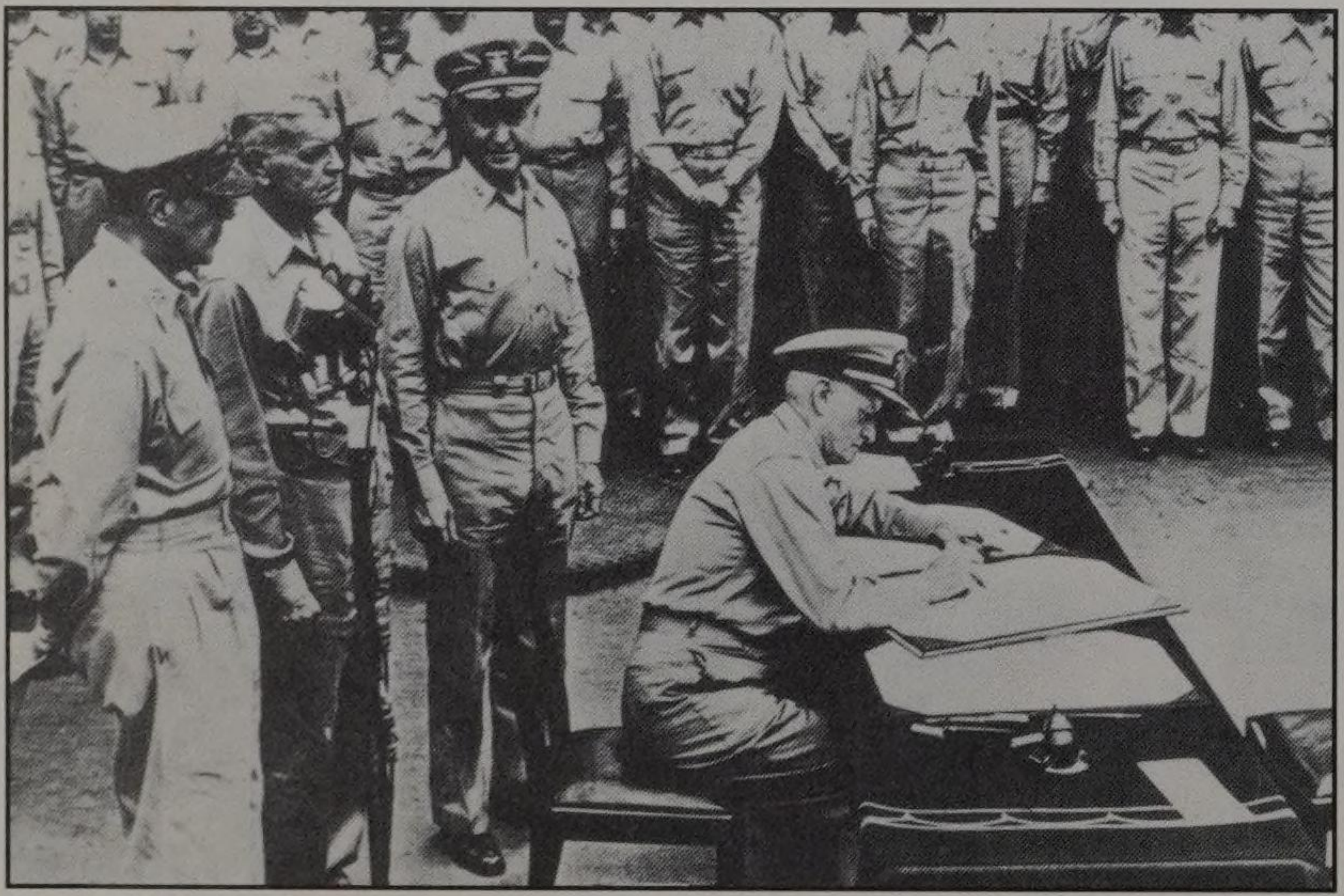

Part of the USS Oklahoma crew during WW I. (Courtesy of Jerry Jarrett)

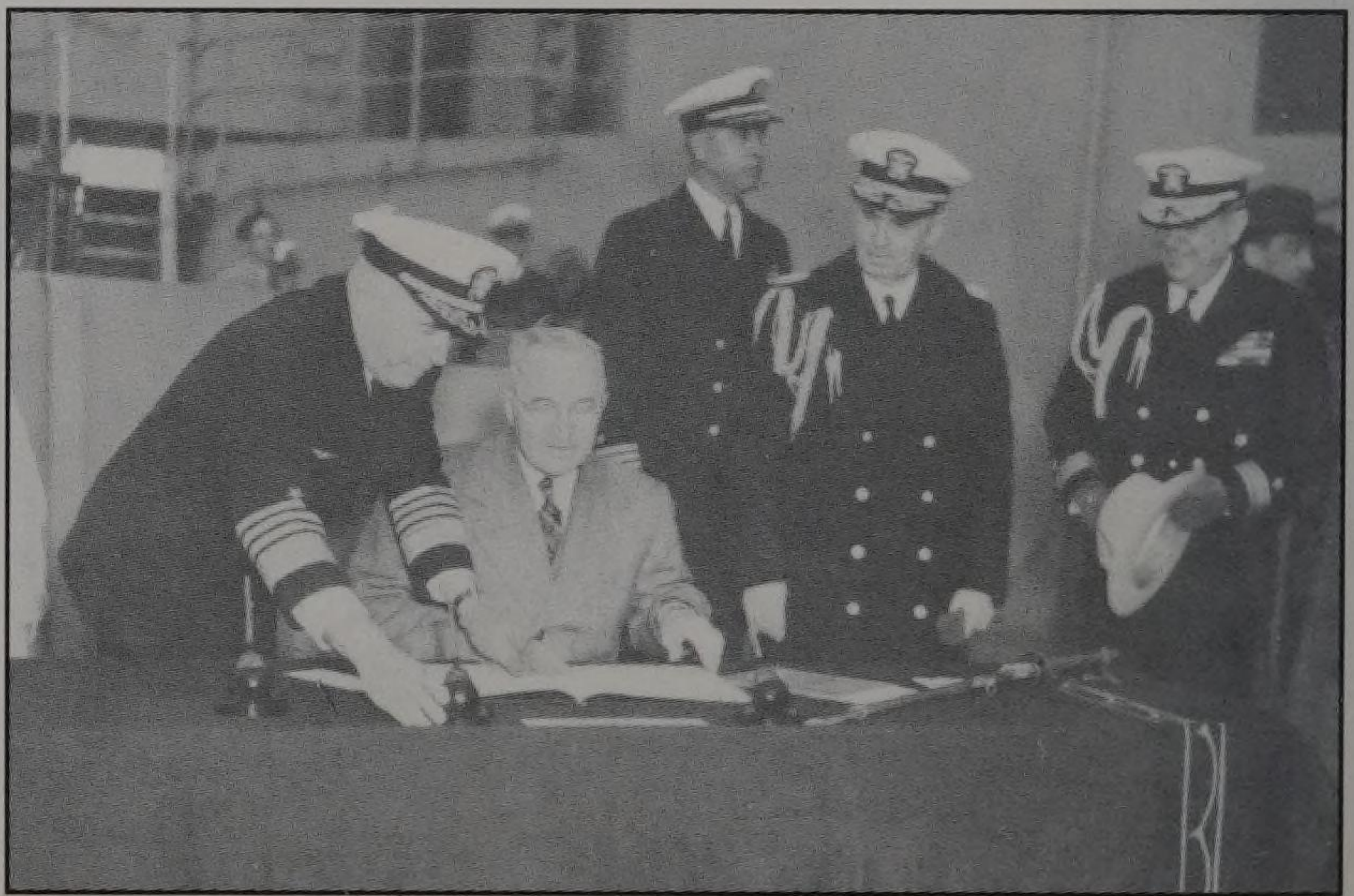

7th Division, USS Texas, February 1941.

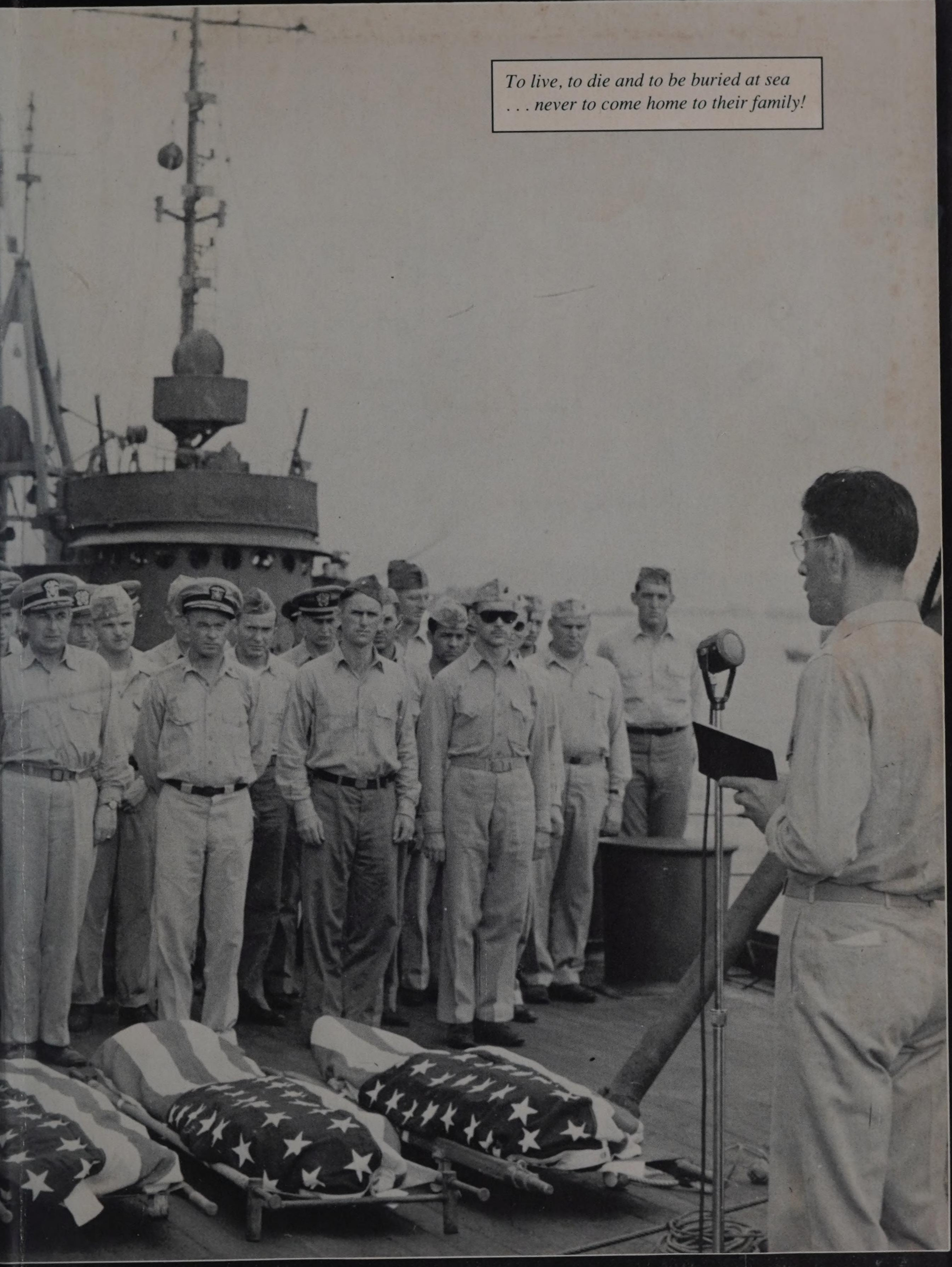

N Division 1944. USS North Carolina.

Some island fun for Navy men. (Courtesy of William E. Schumann)

The storeroom, USS South Dakota. (Courtesy of Mitchell Lijana)


Admiral Nimitz adds his signature to the Instrument of Surrender on board the USS Missouri.


President Truman signs at the Surrender Table.



To live, to die and to be buried at sea
. . . never to come home to their family!